

SIX

When the boy is roller skating, he lets every stroke carry him as far as possible. He saves his power. He glides. He gets a good share of the time.

THAT'S FREE WHEELING!

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

China Mail

ESTABLISHED 1846

Library, Supreme Court

DUNLOP Special Extra Construction For Overseas Motoring Conditions.

PORT MOTOR CYCLE TYRES. LOCAL BRANCH. Pedder Bldg.

No. 27,868

HONG KONG, THURSDAY, AUGUST 6, 1931.

PRICE \$3.00 Per Month.

BANKRUPT CLERK AND HIS DEBTS

LIVING IN COMFORT

"HEAD I WIN, TAIL YOU LOSE" POLICY.

ACCOMMODATING BROKERS

Before the Chief Justice (Sir Joseph Kemp, K.C.), in the Bankruptcy Court this morning, Mr. E. L. Agassiz, Official Receiver, made an application that, after setting aside the sum of \$350 per month, the balance of the salary of Chan Shiu-tsun (bankrupt), Chief Chinese clerk in the Marine Insurance Department of the China Underwriters, Ltd., be paid to the Official Receiver until 20 per cent. had been paid to the creditors.

In making his application, Mr. Agassiz said that the debtor was playing the game of "head I win, tail you lose." There was one redeeming feature, however. His creditors, who were brokers, were aware of the debtor's financial position as a salaried man and had allowed him to gamble and given him credit. But, that did not let the debtor off paying his debts.

ALLOWED TO GAMBLE!

The debtor, Mr. Agassiz said, was living in the greatest of comfort and not putting himself to the slightest inconvenience to pay his creditors. His children were going to expensive schools at ages when they should be earning their own living. The position was that the debtor was determined not to make any effort to pay. His attitude was, "I have paid something and I am not going to pay any more."

Defect in Ordinance. Owing to a defect in our Bankruptcy Ordinance, it was not possible to obtain an order to attach a portion of the debtor's salary, as could be done at Home, and, therefore, he was in a position to sit down and refuse to do anything.

No Sympathy with Creditors. Although he (Mr. Agassiz) had no sympathy with the creditors, he felt that people should not be allowed to dash into bankruptcy laws of the Colony without any personal inconvenience. He was asking for only 20 per cent. and he submitted that the making of such an order as applied for would be proper. The debtor's salary was \$450 per month, and he should be able to pay \$100 per month out of that.

Rash Speculations. Mr. C. Bulmer Johnson, who appeared for the debtor, said that his client had paid at the rate of \$150 per month for four years and 10 months, so that the creditors had received a total of \$2,700. It could not be disputed that the debtor had been rash in his speculations, but, he submitted, for a Chinese, in the debtor's position, which was well known to brokers, to be allowed to deal with them without any security other than his salary was enticement. The brokers did not make any inquiries and did not seem to care.

Creditors Apparently Satisfied. It was also significant that, although the debtor had ceased payment in November, 1930, none of his creditors had applied for further payment. It was obvious that they did not contemplate getting any more.

Mr. Johnson quoted authority to the effect that the means of livelihood of a bankrupt ought not to be cut down too closely, but he should be allowed a liberal margin.

A Boomerang. He proceeded to argue that the order asked for by Mr. Agassiz would be cutting. His client's means too closely as part of the debtor's duties with the China Underwriters was to get insurance and to do so he had to keep up appearance, and mix with people likely to bring business, and this meant that he would have to do a certain amount of entertaining of prospective policy holders. If the debtor was confined to an income of only \$350 for the next six years, he would be required to make up the 20 per cent. asked for his position and ability to get business for the firm would suffer. This might mean not only that the firm would not increase its salary but that it would be reduced, and that would be a disaster.

Mr. Agassiz then pointed out to the witness that since 1924, for over four years, up to November, 1930, the debtor had been paying \$150 to his creditors, and asked if there had been any marked decrease in business. The witness replied in the negative. Asked why he thought the debtor should not continue paying for the next six years without the business, the witness said that the conditions varied considerably, but were at present not the same as obtained some four years ago.

Mr. Agassiz: You are assuming the worst. The witness: I am assuming the worst. Mr. Agassiz: Replying to his Lordship's witness said that the normal increase in the debtor's salary in November, 1930, would have been from 10 to 25 per cent. according to Chinese custom. On the subject of the payment of the salary, the witness said that the debtor had been paid \$150 per month for four years and 10 months, and that the creditors had received a total of \$2,700. It could not be disputed that the debtor had been rash in his speculations, but, he submitted, for a Chinese, in the debtor's position, which was well known to brokers, to be allowed to deal with them without any security other than his salary was enticement. The brokers did not make any inquiries and did not seem to care.

SHARES FAIRLY STEADY.

Slightly Improved Rates Reported.

THIS MORNING'S BUSINESS.

The official summary of the Hong Kong Stock Exchange states to-day:—

The market was fairly steady this morning, shares of many "counters" changing hands at slightly improved rates.

Banks are enquired for at \$2.075.

The Insurance section commanded greater interest, and Cantons are asked for at the improved rate of \$1,490. China Fires advanced \$50 to \$800. There were sales of Unions at \$565, and Underwriters and Hong Kong Fires showed little change.

Steamboats were in demand at a rise of \$1.75 to \$2.34. Wharves had buyers at \$162, with sales reported at \$163.

Providents (old) found buyers at \$6, sellers requiring \$6.10.

Hotels (old) were a shade weaker at \$17 buyers, sellers asking \$17.25.

Humphreys (old) have buyers at \$22.

Realities at the slightly improved rate of \$16.65 sustained the support of yesterday.

Ewos were enquired for at \$14.15, sales resulting at \$14.25.

Trams were again in demand at unchanged quotations.

China Lights changed hands at \$26.15, and Hong Kong Electrics were done at \$31.50.

Telephones (ex div.) advanced to \$46.50, with the part-paid shares finding buyers at \$34.75.

China Sugars were done at 60 cents.

Cements were quiet at \$19.50.

Dairy Farms had sales \$32.75-\$33, with buyers offering the former rate.

Watsons were sold at \$16.50.

Lane, Crawford's (old) were done at \$8.10, and the new shares at \$7.35.

There were sales of Constructions at \$13.

Reopened yesterday, on a charge of having placed a tin can on the tramway lines at Shaikwan Road on Tuesday afternoon, an apprentice of the Tsang Fook Piano Co., made his second appearance before Mr. W. Schofield this morning, when he was fined \$2 or three days' jail in default.

Inspector G. Stimson said that he had endeavored to get witnesses for the defendant, but nobody seemed to care to come forward. In fact, the lad's master was very dissatisfied with him and had said he was always playing near or on the tram lines. The master hoped the Magistrate would punish the defendant.

Mr. Schofield observed that, as a matter of fact, a tin can could hardly injure a tram, unless, of course, it happened to be going at a very high speed.

Inspector Stimson: I only brought this case to Court, because sometimes they put bigger things on the tram lines.

His Worship said he would impose a fine in order to discourage the practice.

GERMAN BANKS REOPEN.

Serenest Conditions Again Prevail.

DEPOSITS HEALTHY.

Berlin, Yesterday. The serenest of conditions prevailed on the first day the banks re-opened since July 19. Deposits generally exceeded withdrawals.

Italian Visit. Dr. Brüning and Dr. Curtius left to-day for Rome to pay Signor Mussolini a visit.—Reuter.

[The Germans are to confer with the Duce and the Italian Foreign Minister, Signor Grandi. The Germans will also be received in audience by the Pope.]

Earlier Cable. New York, Yesterday.

The New York Times says that at the recent meeting of New York Bankers it was stated that any measure to deal with the short term credit problem in Germany can only be a temporary palliative.

The bankers consider that the only cure for the financial troubles of Germany must involve an entirely new outlook regarding reparations, which will pave the way to the flotation of a new long term loan.

"It would be impossible to attempt to scale down or cancel German reparations payments without corresponding adjustment of war debts, owed by Europe to America."

With few exceptions, the bankers believe a general revision of these debts is inevitable.—Reuter's American Service.

Public School boys and boys in industry.

There are four hundred lads under canvas, and the camp is organized in sections of ten Public School boys and ten industry boys.

The Duke will spend the night and most of to-morrow with his guests.—British Wireless Service.

NAUGHTY BOY!

Always Playing on Tram Lines.

TIN CAN ON TRACK.

Remanded yesterday, on a charge of having placed a tin can on the tramway lines at Shaikwan Road on Tuesday afternoon, an apprentice of the Tsang Fook Piano Co., made his second appearance before Mr. W. Schofield this morning, when he was fined \$2 or three days' jail in default.

Inspector G. Stimson said that he had endeavored to get witnesses for the defendant, but nobody seemed to care to come forward. In fact, the lad's master was very dissatisfied with him and had said he was always playing near or on the tram lines. The master hoped the Magistrate would punish the defendant.

Mr. Schofield observed that, as a matter of fact, a tin can could hardly injure a tram, unless, of course, it happened to be going at a very high speed.

Inspector Stimson: I only brought this case to Court, because sometimes they put bigger things on the tram lines.

His Worship said he would impose a fine in order to discourage the practice.

RETURN TO SANITY.

Indian Congress Passes Resolutions.

CONDEMNING TERRORISM.

Bombay, Yesterday.

The recent revolution of feeling throughout India against terrorism has found expression in a resolution passed by the Congress Working Committee.

Exploring the attempted assassination of the Acting Governor of Bombay and the assassination of Congress organizations and the National Press are also called upon to conduct special propaganda for the cessation of the policy of terrorism.—Reuter.

NEW MINISTER.

Appointed by Japan for China.

Tokyo, To-day.

The Cabinet has decided to appoint Mr. A. A. Shigenaga as Minister to China.

Mr. Shigenaga is a former Japanese Consul in Shanghai.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

He is a member of the Diet.

DUKE OF YORK'S CAMP.

Public School and Industrial Boys.

400 UNDER CANVAS.

Rugby, Yesterday. The Duke of York arrived to-day at South Wold, Suffolk, on a visit to his annual Holiday Camp for Public School and Industrial Boys.



Duke Of York.

Public School boys and boys in industry.

There are four hundred lads under canvas, and the camp is organized in sections of ten Public School boys and ten industry boys.

The Duke will spend the night and most of to-morrow with his guests.—British Wireless Service.

MUZZLES AGAIN!

Sequel To Rabies Case In Kowloon.

We are informed by the Colonial Secretary that owing to occurrence of a case of rabies in Kowloon it has been found necessary to re-impose in full the recently suspended regulations for the control of dogs.

All dogs must now be muzzled or led when outside the owner's premises and all movement of dogs between the New Territories, Kowloon and Hong Kong is prohibited except with the written permission of the Colonial Veterinary Surgeon.

There is good reason to hope that the efforts of the Pongyis are meeting with success, but the decoits are still numerous.

There are occasional attacks on Indians and Chinese, but it is doubtful if there is a definite communal motive now.

Government casualties reported during the week are two Indian Infantry Sepoys, one Indian Officer, one Sepoy of the Military Police and one motor boat driver who was slightly wounded.

One hundred and sixty-three prisoners have been released, and the total number now in custody is 974.—British Wireless Service.

Do-X Enters Upon Regular Service.

ON WAY TO N.Y.

Rio de Janeiro, Yesterday.

The giant flying boat DO-X took off this morning for Bahia on its way to New York, carrying mails and nine passengers. It is to be put on a regular service since its recent purchase from the Germans.

Bahia, Yesterday.

The DO-X has arrived here.—Reuter's American Service.

SIK YUE CLUB RAIDED.

23 Wealthy Chinese Arrested.

ALLEGED GAMBLING.

Last night a party of Police carried out a raid under the Gambling Ordinance at the Sik Yue Club, 510, Queen's Road, West, which is frequented by wealthy Chinese business men.

Twenty-three alleged gamblers were taken into custody, and this morning fifteen of them appeared before Mr. E. H. Williams in the Central Police Court.

Detective-Sergeant Phipps appeared for the prosecution, whilst Mr. A. A. Chay represented all the defendants.

The charges against the defendants were that they had been guilty of gambling.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

The court found the defendants guilty and sentenced them to various terms of imprisonment.

AMY'S FINAL HOP TO-DAY.

Intense Interest Aroused in Tokyo.

GUEST OF AMBASSADOR.

Shanghai, Yesterday. Miss Amy Johnson arrived in Harbin at eighteen minutes past nine this morning. After an hour's rest she took off again for Mukden, landing there at 2 p.m.

She hopes to reach Osaka to-morrow, from where she will make her final hop to Tokyo.

Tremendous interest is being aroused in Tokyo in Miss Johnson's flight, to which the vernacular papers are giving a great deal of prominence. Many entertainments are being arranged in her honour, and later she will proceed to Chusenji as the guest of the British Ambassador.

At 3 p.m. she continued her flight hopping off from Mukden and alighting at Seoul at 7.30 p.m., where she spent the night.—Reuter.

In Korea.

Rugby, Yesterday.

Miss Amy Johnson, who left Britain on July 28, on a flight to Tokyo, in a Puss Moth machine, has arrived at Kefjo, Korea.—British Wireless Service.

Final Stage.

Seoul, To-day.

Miss Amy Johnson took off at 7.30 o'clock this morning for Hiroshima, from where, after refuelling, she will attempt the last hop to Tokyo.—Reuter.

BURMA REBELLION SURRENDERS.

No Marked Change or Collisions.

PONGYIS ASSISTING.

Rugby, Yesterday.

The statement on the situation in Burma for the week ending August 1 issued by the India Office states that there has been no marked change in the situation and no important collisions have occurred between Government forces and the rebels.

Several cases have occurred of successful resistance by villagers to attacks by rebels and decoits.

Surrenders in the Prom District now amount to nearly 2,500 and nearly 150 in the Tharawaddy District and one or two in Insan.

There is good reason to hope that the efforts of the Pongyis are meeting with success, but the decoits are still numerous.

There are occasional attacks on Indians and Chinese, but it is doubtful if there is a definite communal motive now.

Government casualties reported during the week are two Indian Infantry Sepoys, one Indian Officer, one Sepoy of the Military Police and one motor boat driver who was slightly wounded.

One hundred and sixty-three prisoners have been released, and the total number now in custody is 974.—British Wireless Service.

TOASTED OVER SLOW FIRE.

Lorry Driver's Terrible Experience.

15 YEARS FOR ASSAULT.

Catskill, New York, Yesterday.

John Seachio, one of Jack Diamond's ex-bodyguards, was sentenced to-day to fifteen years on a charge of assaulting a lorry driver who refused to reveal the destination of a cargo of cider he was delivering.

The prosecution asserted that the lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

STERLING SLUMPS IN EUROPE.

New York Mildly Affected.

PARIS SELLING WAVE.

New York, Yesterday. The fall of sterling on European exchanges and its subsequent substantial recovery was only mildly reflected on the New York stock exchange where sterling closed at 4/85.2/16 as compared with 4/85.2/16 yesterday.—Reuter's American Service.

Earlier News.

London, Yesterday.

A sensational slump in sterling and fall in securities occurred this morning, after the markets had opened.

New York exchange dropped from 4.8575 to 4.8437, and Paris exchange from 123.90 to 123.50, and the fall continues.

A rumour is current that the slump is to be attributed to the Bank of France suddenly withdrawing its support of sterling, and buying dollars instead.

Anyhow, the selling wave seems to have originated in Paris. New York cables that the slump has caused great surprise there.—Reuter.

Uneasiness in Paris.

Rugby, Yesterday.

The unexpected fall in sterling on foreign exchange this morning, which was followed by a sharp rally in the afternoon, is attributed by the City pages of to-night's papers to renewed uneasiness in Paris regarding the German situation.

Reassuring.

Press messages from Berlin where, after three weeks of limited banking business, ordinary transactions were resumed to-day are, however, reassuring. It is stated that banking business was absolutely normal and there was no difficulty in any part of Germany.

The amount of money withdrawn was considerably less than expected, and in payments, in many cases, were in excess of withdrawals.—British Wireless Service.

PANGBORN SLIGHTLY INDISPOSED.

To Spend a Week in Tokyo.

FLIGHT TO SEATTLE.

Moscow, Yesterday.

Pangborn and Herndon, who inexplicably abandoned their effort to set a round-the-world record, are still resting at Khabarovsk.

They have decided to fly to Tokyo to-morrow, and spend a week there.

Pangborn is slightly indisposed.

Try for Asahi Prize.

London, Yesterday.

The backers of Pangborn and Herndon have received a telegram from Khabarovsk stating that the fliers propose to attempt a non-stop flight from Tokyo to Seattle for the prize of \$5,000 offered by the Japanese newspaper Asahi.

Off Again.

Tokyo, To-day.

Herndon and Pangborn took off from Khabarovsk for Tokyo this morning.—Reuter.

TOASTED OVER SLOW FIRE.

Lorry Driver's Terrible Experience.

15 YEARS FOR ASSAULT.

Catskill, New York, Yesterday.

John Seachio, one of Jack Diamond's ex-bodyguards, was sentenced to-day to fifteen years on a charge of assaulting a lorry driver who refused to reveal the destination of a cargo of cider he was delivering.

The prosecution asserted that the lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten and held over a slow fire under threat of the lorry driver's life.

The lorry driver was severely beaten

MOTORISTS THIS IS YOUR PAGE

FISK

AIR-FLIGHT

PRINCIPLE TYRES

MEANS MORE

mileage

GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE SAME
CONDITIONS.

Obtainable at all garages upon request.

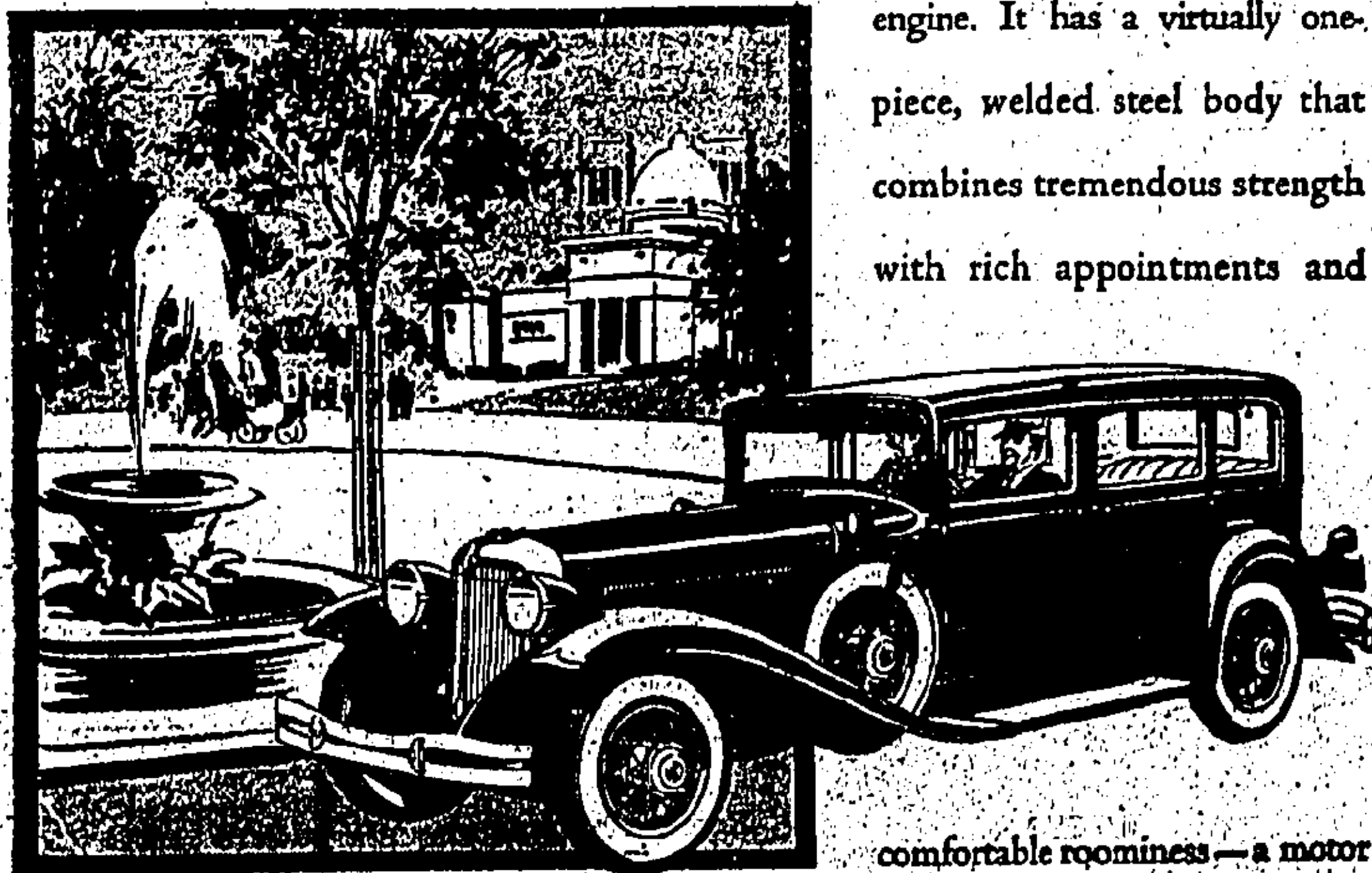
Sole Distributors:
GILMAN & CO., LTD.
Telephone 28011.
Hong Kong Bank Building.



NOW HERE

AN ENTIRELY NEW CHRYSLER SIX

A fine, big Six with a wheelbase of 116 inches, and a 70-horsepower engine for greater pick-up, speed, smoothness and endurance. A new Six with a double-drop frame that creates a dashing effect in appearance as well as a perfection of balance that benefits both safety and performance. In body construction, the New Chrysler Six excels—as much as it does in its chassis and



comfortable roominess—a motor car body that really protects you as it carries you silently and restfully over the miles. The value in this car will change all your conceptions of value standards.

INSPECTION CORDIALLY INVITED

THE NATIONAL MOTOR CAR CO.

These Cars are on display in Town at
33, DES VOEUX ROAD CENTRAL.

CAR OPTIMISM.

Business Improvement Expected.

Indicative of the improvement in general business conditions in countries outside the United States is the announcement by The Studebaker Corporation that April shipments of Studebaker Free Wheeling passenger cars and Studebaker trucks to distributors exceeded shipments for any 30-day period since June, 1929. This is the sixth month that shipments have exceeded the figures of the preceding month, according to Arvid L. Frank, sales manager of the Corporation.

A continued improvement in business is expected, Mr. Frank said. The past increases are accounted for by the unprecedented popularity in world markets of Studebaker's three Free Wheeling eights and the New Studebaker Six, as well as by the growing demand for the 1-2 and 2-ton trucks. The Studebaker Six is the world's lowest priced Free Wheeling car. "With continued normal demand, it is expected that exports of Studebaker Free Wheeling passenger cars and trucks will reach and maintain constantly higher levels," Mr. Frank pointed out. "The enthusiastic acceptance of our 1931 models in both the passenger car and truck lines substantiates our highest expectations and augurs well for future business."

BRITISH MOTORS.

Value of Prince of Wales's Tour.

The period of general world-wide depression has shown that no longer can the British Motor Industry be considered indifferent to the necessity of concentrating all its resources in intensive efforts to find an outlet for its products in the motor markets of the world, and undoubtedly the one bright spot in an otherwise leaden outlook has been the fact that, almost alone among the important Exporting Industries, the British Motor Industry has maintained its position.

The industry is, however, sensible of the debt which it owes particularly to the support accorded to it by H.M. the King and by other Members of the Royal Family, to the King for the order recently received from him for a number of new cars, and, particularly to the immense value of the recent visit of H.R.H. the Prince of Wales to South America in connection with the British Empire Trade Exhibition held at Buenos Aires.

In the latter connection the Motor Industry is not alone in his obligation to H.R.H. and whatever the ultimate result of the Exhibition there can be room for little doubt that the ground has been well prepared by his visit for a determined effort on the part of British Manufacturers to capture an important share of the business to be obtained in what has hitherto been regarded as a difficult market.

It is encouraging at this time to find that British Motor Manufacturers are following the advice recently given by H.R.H. the Duke of York to an industrial gathering at Nottingham, and, in spite of the general trade depression, are preparing for the improved times and conditions which must ultimately follow.

The recent launching of a new model specially designed to assist in capturing for Great Britain a greater share of the world's markets, is an example of the determination of British Motor Manufacturers to make their industry of even greater importance in the commercial future of the nation. The Rt. Hon. J. H. Thomas, the chief guest at the luncheon held in connection with the inauguration of the model in question, read a cable-received from H.R.H. the Prince of Wales in which he stated his conviction, as the result of his visit to South America, that a great future lies before the industry, and concluded, "British cars which I have used on my recent tours abroad have proved that Britain can produce cars suited for overseas. But British Manufacturers must not only produce such cars; good salesmanship and good service after sales must also be their keynote if they are to capture the world's market. I wish the industry every possible success."

The British Motor Industry is straining every effort to give effect to the advice of the Prince, sharing as they do, with him, the conviction of a great future for the industry, and determined to assure for the industry a position of pre-eminence in the Motor Markets of the world.

SATISFACTION IN TASMANIA.

Messrs. A. G. Webster & Sons, Ltd., of Hobart, Morris Distributors for Tasmania, have received from Latrobe the following report from the owners of a Morris Minor sports model:—

"After 7,000 miles, with no trouble whatever, the following are my impressions. As you will observe, I average a little more than 1,000 miles per month. The running is very constant on rough roads and driven pretty hard. The car receives my constant personal attention on routine matters, and in return I expect the little bus to do a job which is fairly hard. However, the Minor stands it well, and is in excellent nick the whole time. My average travelling would be 35 to 40 miles per hour, and at any time the Minor will give 40 in second gear, and 60 in top. My average consumption on this running—which is never studied from the economical point of view—is 40 to 44 m.p.g. using Shell always and Castrol XL. To put it in a nutshell, I'm very satisfied with the Minor, and have had considerable experience with other cars, so can form a fair opinion."

FRESH LAURELS.

President Eight's World Record.

Studebaker's famous President Eight has again added to its championship laurels by setting a new world record in the Southern Circuit automobile race of South America to win the coveted "La Nacion" Cup and a purse of \$8,000, according to the manager of the Hong Kong Hotel Garage, the Studebaker dealer here. The race, conducted annually at Santiago, Chile, is considered one of the outstanding speed classics in the country and is limited to strictly stock cars.

"The winning President Eight roadster, owned by Santiago Lazo, young Chilean lawyer, was piloted by Aladino Azzari, noted South American racing driver. His time for the course of 380 kilometres was 2 hours 58 minutes 31-2/5 seconds, giving an average speed of 130 kilometres per hour. The second car to finish completed the distance in 3 hours 6 minutes 6-3/5 seconds."

"Again and again, the Studebaker covered long stretches of the course at speeds as high as 160 k.p.h., beating the official lap record five times during the event. Spectators at the race this year were afforded an exciting few minutes when one of the participants deliberately crashed his car right through a house in order to avoid hitting a crowd of over-enthusiastic persons who had broken through the police lines. The driver miraculously escaped unhurt."

"The Studebaker which won the race this year was, except for a racing body, a replica of the champion President Eight which three years ago amazed the motoring world by speeding 30,000 miles in 26,326 minutes on the Atlantic City Speedway. This record has never been equalled by any stock car, let alone beaten."

"Four stock President Eights—two roadsters and two sedans—their stock status certified by the A.A.A., participated in the run, every mile and minute of which was likewise supervised by the American Automobile Association. All cars completed the distance at average speeds ranging from 68.19 to 68.37 miles per hour. To-day, Studebaker holds more official American stock car records for speed and endurance than all other makes of cars combined."

A RECORD RUN.

What is said to be a record for cross-country travelling was set by Gerald B. Webb, jun., of North Cascade Avenue, Colorado Springs, when he drove from Kansas City, Mo., to the summit of Pike Peak, a distance of 674 miles, in 16 hours and 16 minutes, averaging a little less than 44 miles an hour.

His car was a Ford Phaeton, the speedometer of which showed about 27,000 miles. The car had gone through eighteen States, and just prior to the journey to the peak, had made the distance from Hot Springs, Virginia, to Kansas City, on his way home from school.

FORD FIRST IN SPAIN.

Three Model A Ford cars recently took first, third and seventh places in a gruelling race in Spain in competition with some of the finest European and American makes of cars. The race was run over a circuit of

U.S. TYRE SALES.

Not Likely to Exceed 1930 Figure.

In spite of the May increase in tyre production in the rubber factories of Akron and other centres, a survey of the rubber industry released on May 23 by the Standard Statistics Company, New York City, predicts that the 1931 tyre sales of the country will not exceed the 1930 aggregate sales of about 54,000,000 tyres, (states the New York Rubber Age). The survey is based on original equipment demand, replacement sales and manufacturers' and dealers' inventories.

"Production of tyres was increased around May 1," the report states, "apparently in anticipation of larger demand during the summer months. Currently, there is no tangible evidence that sales have gained sufficiently to warrant extended operations at the higher levels now prevailing. Original equipment demand remains substantially below last year, it is likewise improbable that replacement sales have increased in any material degree."

The report concludes that renewal volume for 1931 may attain a level of some 38,000,000 to 40,000,000 units and that only the most favourably situated companies are likely to show even moderate profits. Crude rubber prices, it says, will for some time show more weakness than strength.

BRITISH CARS IN SWITZERLAND.

Very encouraging news comes from Zurich regarding the increasing popularity of British cars there.

Messrs. Rootes' distributors report the sale of a gratifying number of Humber Snipes and Hillman Vortices during the past few months, and recently a Humber Pullman Landulette sold to a Swiss client attracted such favourable comment that the distributors have placed a further two Landulettes on order.

In view of the fact that the Pullman is definitely a "luxury" car, and that competition is at its keenest in Switzerland to-day, this is significant of the hold that British manufacturers are obtaining on the Continental market.

"CAR NEVER FAILED."

Over 73,000 miles in less than a year is the record of a Ford Tudor owned by E. D. Kritz, rural mail carrier of Charles City, Iowa. Practically the only expense for repairs was for new piston rings and a bearing for the generator.

The car was used on a 70-mile star route with an average load of 1,200 pounds of mail, and on a route of 180 miles delivering the Waterloo Daily Courier. It travels the 250 miles daily except Sunday and is operated by three drivers.

"The car has never failed to go when I was ready," Mr. Kritz said. "Even the starter did the trick last Winter at 34 degrees below zero. The gas runs about 20 miles per gallon. At times I pull a trailer whenever I have a bulky load."

93.8 kilometres—a little more than 58 miles—and the circuit was to be covered as many times as possible in twelve hours. The circuit included many miles of exhaustive hill climbing and numerous sharp turns.

TWO FAMOUS BEAUTIES



Route Moreno, the popular Spanish cinema star, poses on the running board of her Chevrolet convertible, assisted by her chauffeur, at Santa Monica, California.

A CAR SURVEY.

Long Life of Knight Engine.

A distinct tribute to the long life of cars employing the Knight sleeve-valve engine, their reputation for being the fastest selling used car in the market, and their excellent trade-in value, comes as the result of a survey of the market. Not alone does this survey reveal that the Knight sleeve-valve engine is in great demand in the used car market but also that these cars command the highest prices.

The consensus of opinion of managers selling all types of cars is that the motor buying public is definitely conscious of the long life and efficiency of this type of power plant. It is a known fact that the life of cars employing this type of engine is materially longer than the life of cars using power plants of other designs. This is attributed to the basic principles of the sleeve-valve engine which has won a remarkable reputation throughout the entire motor world because of its smoothness and quietness in operation.

Many used car dealers, this survey shows, are highly reluctant to accept motor cars that show a mileage of 25,000 miles or over, yet in the case of cars with a Knight sleeve-valve engine this objection is not a factor since it is nothing out of the ordinary for a car with such an engine to travel well over the 100,000 mile mark and still be in fine condition. Used car dealers appreciate that with the average car taken in on trade with a mileage of from 25,000 to 30,000 miles, many details of costly repair work are necessary to again place it in condition for sale. However, with a car equipped with a Knight sleeve-valve engine, such as is used in all Willys-Knight sixes, there is usually little or no repair work necessary, regardless of the number of miles it has travelled other than the usual tightening of bolts and perhaps a repaint job.

The survey also showed that numerous large used car operators attempt to stock up as many of the Willys-Knight cars as possible and state that regardless of the number they may obtain, the stock is rapidly depleted.

THE KING'S NEW CARS.

The five Daimler cars with Hooper coachwork that Their Majesties the King and Queen were graciously pleased to order from Stratton-Instone, in order to stimulate British industry and to assist unemployment during the Winter months, have been delivered to Windsor Castle.

Two Limousines and a Brougham are for the King and a Limousine and Brougham for the Queen. All the cars are fitted with Daimler "Double-Six" engines and the new Daimler Transmission that incorporates the Fluid Fly-wheel and Self-changing Gear-box. Four of the cars are painted in the Royal colours of scarlet and maroon whilst the Queen's private car is painted green. The Limousines are fitted with armchair seats and the Broughams with folding occasional seats. The cars are equipped with a number of special features of the most modern designs.

The King and Safety Glass. Many people have wondered why, until now, the King's car have not been fitted with safety glass. The following is the explanation.

When it was suggested that in the interests of safety the side windows should be of safety glass, it was feared that discolouration might prevent the people seeing him.

His Majesty's advisers are now satisfied that safety glass is as clear as the ordinary type, however, and the five new cars just delivered at Windsor Castle for himself and the Queen have triplex in the wind-screens and all windows.

DUMP TRUCKS.

One hundred model AA Ford dump trucks have been purchased by the City of Detroit for use in the collection of garbage. They will replace model T Fords and other trucks.

The new trucks will have hydraulic garbage dump bodies with a capacity of 8 cubic yards. Before the purchase of Fords was decided upon, one of the trucks was used in actual test service by the Department of Public Works.

NEW LINCOLN CAR

Greater Power And Performance.

LUXURIOUS TRANSPORTATION.

A new Lincoln automobile of surpassing appearance, greater power and more alert performance is announced by the Lincoln Motor Company. With the superb new bodies, and chassis, the new car ushers in a new age in luxurious transportation. An outstanding feature is the new free-wheeling transmission.

The new Lincoln has a 145-inch wheelbase chassis which hugs the road and has amazing roadability. The extremely roomy bodies are graceful and fleet of line. The new engine is exceptionally responsive and 33 per cent. more powerful than any previous Lincoln.

The lines of the new Lincoln bodies are superb, giving an active aspect of motion and flowing from the graceful sweep of the new pointed radiator through the long hood and cowl, the rakish windshield and the long low body. Though modern in every detail, the new lines serve to emphasise the dignity and pose which have always characterised the Lincoln.

The wheelbase is nine inches longer than in the previous Lincoln. This added length, one-third of which is in the hood and cowl, the lower bodies, the new pointed radiator and the slanting windshield unite to give the car a fleet appearance. The greater length, width and depth have been utilised to afford a greater roominess. Particular attention has been paid to the convenience of the driver.

The new bodies are luxuriously upholstered and equipped. The hardware is of choice, dignified design. In accordance with Lincoln custom, a wide range of colours are optional.

Numerous refinements in construction design have been incorporated. Unhindered driving vision is assured by the new front body design. Door-openings are wide, affording easy access. The window openings are framed with beautifully proportioned aluminium castings, making for greater rigidity. The moulding treatment is modern, adding to the flowing grace of the bodies.

An outstanding feature of the new Lincoln is the new silent free-wheeling transmission which gives to motoring a new modern day sensation of air-born flight. It incorporates the over-running clutch principle, which permits silent gear shifting back and forth between second and high without disengaging the clutch, quiet operation in second noiseless coasting upon deceleration.

Free Wheeling. Free-wheeling gives to Lincoln motoring a new exhilaration. There is no sensation of drag when the engine is throttled. Driving takes on a new feeling of gliding, cushioned, unhampered movement. Furthermore, greatly reduced wear—because the engine runs at idling speed during free-wheeling—and increased economy of operation because of decreased fuel consumption during periods of free-wheeling—are obtained.

Provision is made for neutralising the free-wheeling clutch, enabling the driver to utilise the braking effect of the engine when desired, such as in descending sharp grades. A button at the top of the gear shift lever, when pressed, accomplishes this.

The smoothness of operation of the new Lincoln is enhanced by use of a two-plate dry clutch which is unusually soft and positive in operation. It is equipped with twelve small coiled springs that soften engagement and cushion backlash.

The new engine, of the 8-cylinder "V" type, is rated at 120 H.P. as compared with 90 HP in the former Lincoln. At the same time the weight of the car has been increased approximately 100 lbs. giving a more favourable ratio of horse power to weight and resulting in materially more alert performance.

This has been obtained through refinements in design effecting better carburetion and greater efficiency in introducing the mixture into the firing chambers. A new carburetor of the down draft double-throat type is supplied with gasoline by a fuel pump. A combination air cleaner and silencer is attached to the carburetor intake. Lubrication is by full force feed. Oil is filtered continuously by an oil cleaner.

Chassis Frame. The chassis frame is exceptionally rigid, an important safety factor, which also contributes to the absence of body noises. Steel spoke wheels are standard equipment. The springs are exceptionally long, heightening riding comfort. The axle trend is two inches wider than formerly.

The lowering of the centre of gravity makes the car safe at high speeds. Sharp turns can be negotiated with safety at a fast gait without imparting an unpleasant rolling sensation to rear seat occupants. Houdaille hydraulic double-acting shock absorbers cushion road shocks. A torque tube takes all the axle thrust and applies to it a point well forward in the chassis, leaving the springs free to perform their normal function.

The brakes are of the two-shoe type, of large surface, quick acting, highly effective, and silent in operation. They are internal expanding on all four wheels and may be operated either by the foot pedal or hand brake lever. The hand brake lever can be used to supplement pressure on the foot pedal or to apply the brakes independent of it. When the hand brake lever is firmly set it may be released easily by applying pressure to the foot pedal.

Although linked together the two braking systems are independent. Brakes can be applied either with the hand lever or foot pedal even though any part in the linkage of either should fail to function. In fact, with the new graceful flowing bodies, the new free-wheeling transmission, the more powerful, more responsive engine, the silent highly effective braking system and the numerous other refinements, the new Lincoln has become the outstanding exhibit at the Salon.

IT'S SO MODERN. People in Port Churchill See First Motor.

Churchill (Manitoba), June 29. People in Port Churchill have seen their first motor vehicle. The arrival of a two-ton lorry, taking supplies to missions, attracted Eskimos, trappers and Indians. It was some time before the Eskimos could be convinced that it was safe to ride in the lorry.

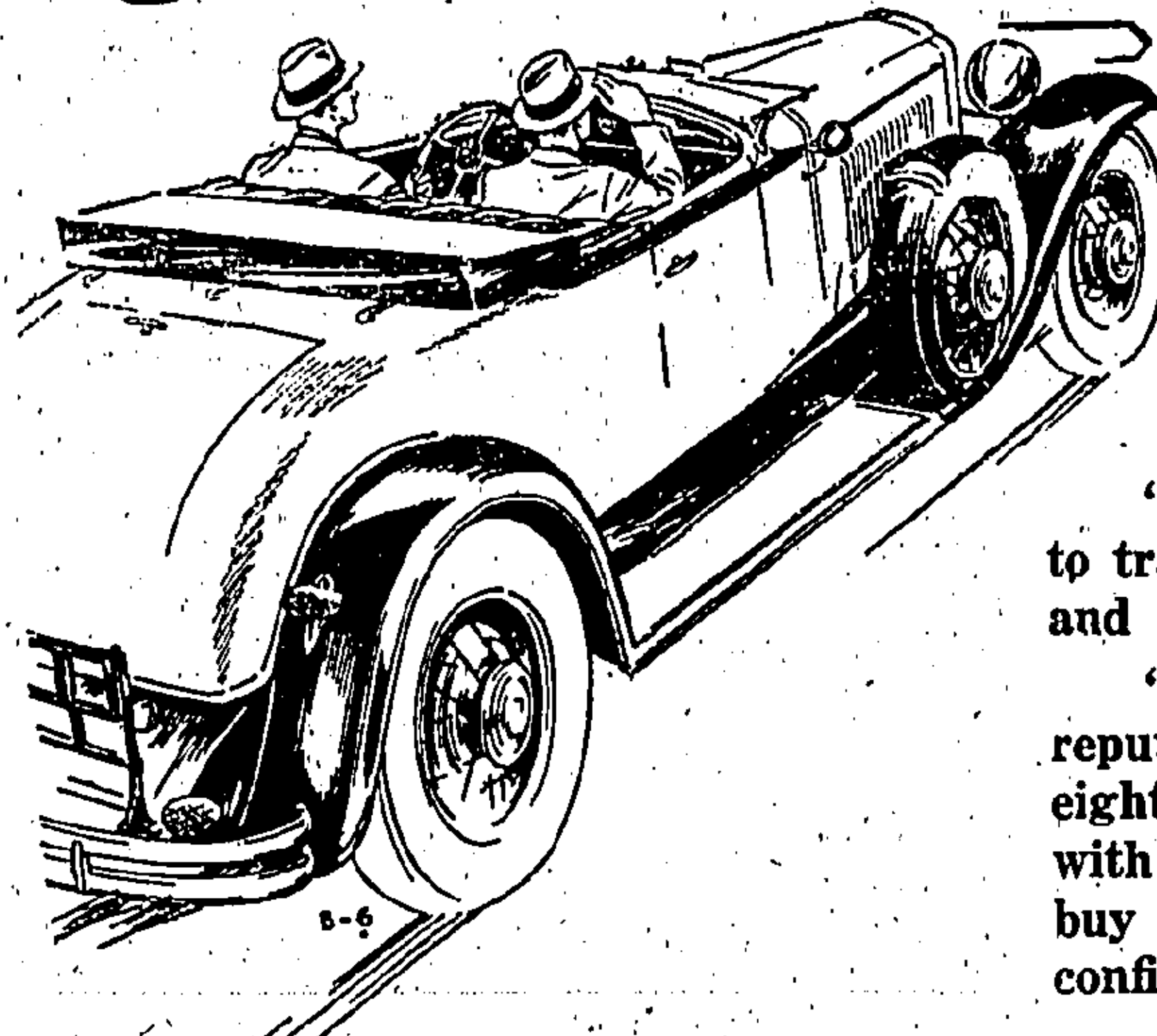
PROOF POSITIVE. The Morris Distributors for Kenya Colony—Overseas Motor Transport Co. (East Africa), Ltd.—have lately been busy proving that the Morris Minor, in addition to being, by virtue of its easy manoeuvrability, an ideal town car, possesses all the robust qualities necessary for "snafu" work.

An o.h.v. "Minor" run to Nakuru and back from Nairobi (approximately 200 miles) is thus described by the East African Standard: "The car had two passengers and a fair amount of luggage at the back, and did the journey in 4½ hours running time each way. For many miles, particularly on the Escarpment and in the Kedong Valley, the surface is very bad, but the car took the bumps extraordinarily well, and the comfort in driving was surprisingly good. There was never at any time any sign of boiling, not even when climbing the Escarpment on the return journey, and the long pull up out of Naivasha to the top of the Longonot ridge was done in top gear at 30 miles per hour with the throttle only half open. The petrol consumption for the journey averaged 46 miles per gallon."

Another journey by a "Minor" (o.h.v.) touring model, reported by the same paper, "Loaded with two passengers and baggage—total weight about 500 lb.—this car went up to the Kinakop via the Naivasha escarpment during the recent wet weather. The roads were very soft, but chains were not used, and the car got to the summit without difficulty. On the top the roads were really bad in places, but mud provided no terrors, and the Morris showed few signs of sticking, going through places where a heavier car might easily have got bogged."

The height of the Kinakop plateau at this point is about 8,500 feet, and considering that at this altitude an engine loses from 15 to 20 per cent. of its power, it would be difficult to find a better tribute to the efficiency of the Morris power unit. The car was not strained in any way, in spite of the heavy bumps, and the necessity of running for several miles in low gear.

One cannot over-emphasise the value of such demonstration trips in assisting to dispel the many quite groundless arguments against the suitability of British cars to the most testing overseas conditions.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line—and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects—even more than any previous Buick has—the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

Why not let us demonstrate the new Buick to you to-day?

114" Wheelbase Buick Models H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The
BUICK 8
The Eight with
Buick's Prestige

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road. C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56236.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg., Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

U.S. SECRET CAR.

Four-Cylinder Model at Low Price.

London, July 4. Under stress of the long-continued depression and the consequent demand for the least expensive form of motor-car, a return to popularity of the four-cylinder engine is foreshadowed.

The third or fourth largest American manufacturer, whose products are well known on this side of the Atlantic, is about to launch on the markets of both countries a new four-cylinder model. Of recent years he has built nothing but six and eight-cylinder cars.

The four-cylinder engine is much cheaper to manufacture, and the new car will be low in price. It is claimed that by a new system of mounting the engine, vibration, the chief drawback of the "four," is eliminated. Great secrecy has been maintained about the new car and its design and production.

At least one new British four-cylinder car is on the stocks, but it will not be introduced until shortly before the Motor Show. During the last six or eight months "small fours" have constituted a good 50 per cent. of the total sales of new cars in Britain.

Our very heavy taxes, licence duties, and fuel tax, which are together the heaviest in the world combine to favour the low-powered car that is light on petrol. In the United States first cost is the chief consideration, and a revival of the "four" at the expense of the multi-cylinder car is unexpected.

MORE "SNIPES" FOR INDIA.

In addition to the Humber Pullman cars which were shipped to India to the order of the Earl of Willingdon, the new Viceroy, Lieut.-Col. Ismay, D.S.O., his Military Secretary, has also acquired a Humber "Snipe" Saloon. Col. Ismay's second car of this make. Furthermore, Mr. E. C. Merville, C.M.G., the Viceroy's Private Secretary, has a Humber "Snipe" finished in beige and black. This car is fitted with a drop screen behind the driver, rendering it easily convertible for either official or personal use.

POLISH TAXI-OWNERS.

Notices of Dismissal Issued To 25,000 Drivers.

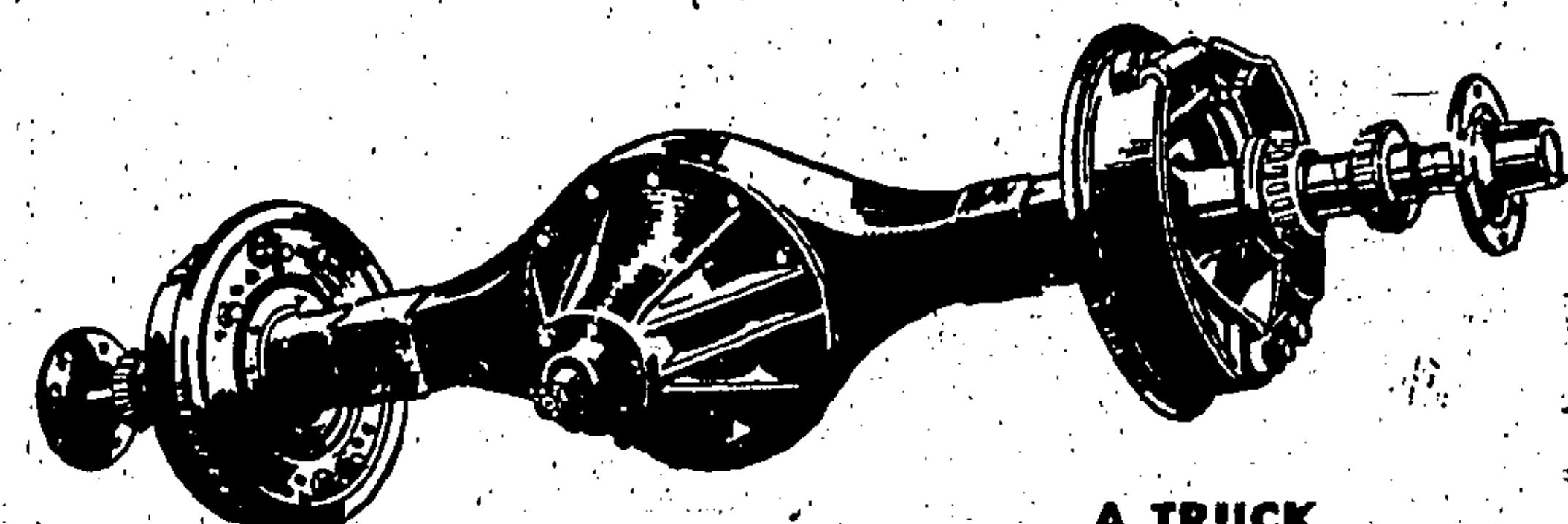
Notices of dismissal have been issued to 25,000 taxi-drivers in Poland by the employers, who have threatened to withdraw their vehicles from the streets as a protest against the Government's refusal to revise the Road Tax.

NOW HERE

DODGE TRUCKS

DEPENDABLE - ECONOMICAL - CAPABLE

Do MORE WORK AND
MAKE MORE PROFITS



A TRUCK

FOR EVERY HAULING NEED

STANDARD TRUCKS

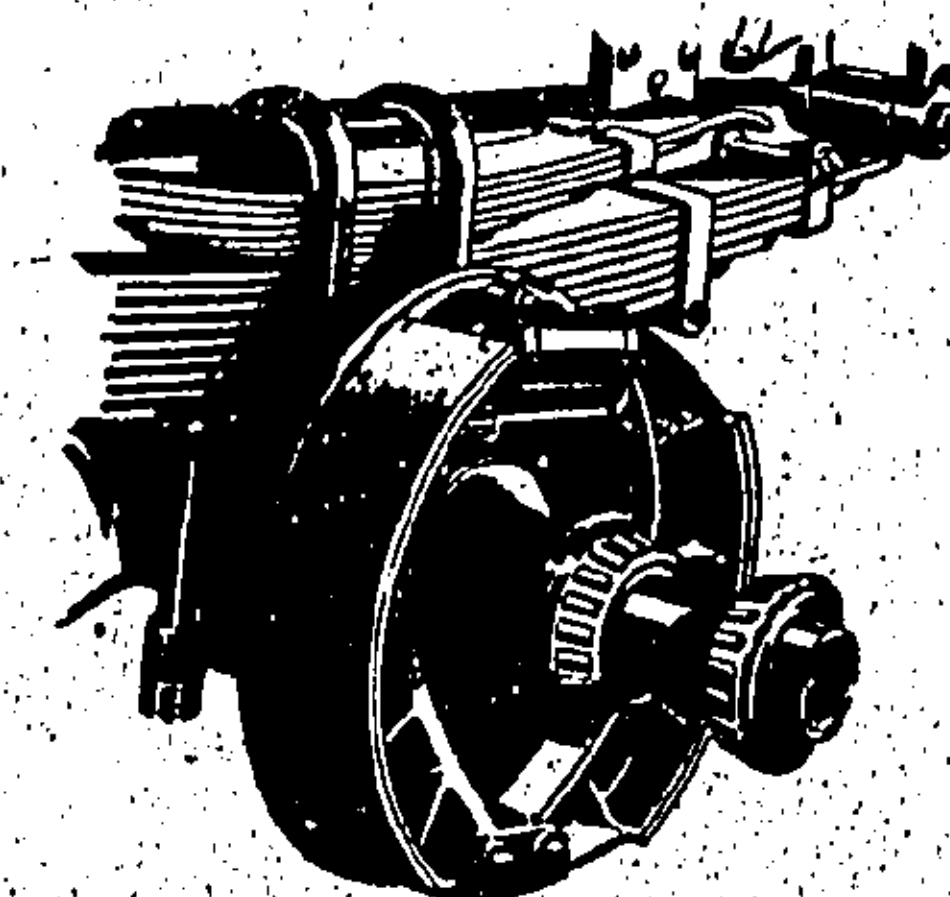
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied 4-wheel brakes are lateral-expanding and therefore, weatherproof... self-equalizing and exerting uniform braking on all wheels... positive... easy to adjust.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

THE MOST COMFORTABLE AND THE
ONLY AIR-COOLED THEATRE IN HONG KONG.
SHOWING TO-DAY AT 2.30, 5.10, 7.15, & 9.30 p.m.



GEORGE BANCROFT IN "SCANDAL SHEET."

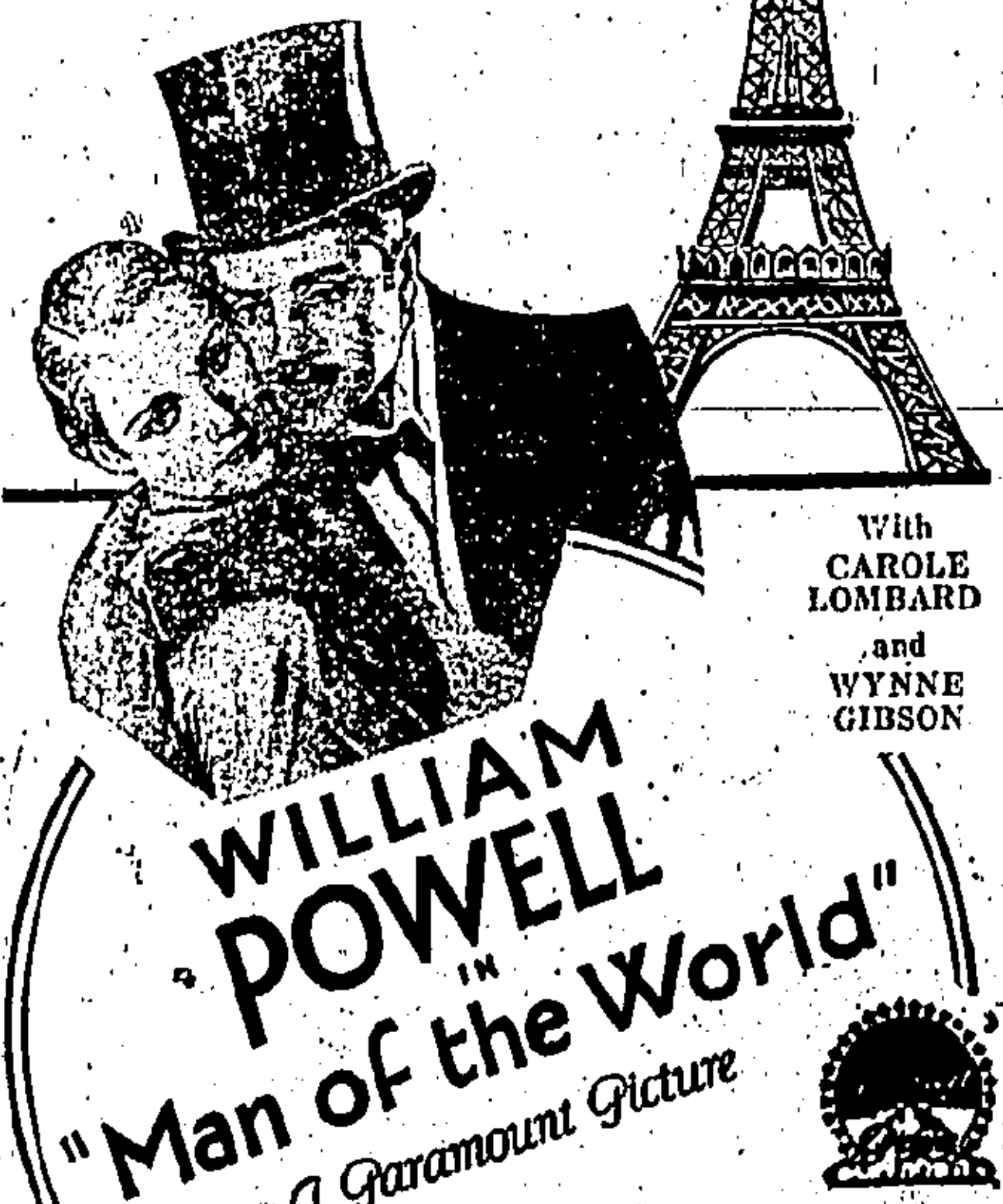
A Garamond Picture

The Big Man of Big Pictures revels
in a world that puts the rich and
powerful at his mercy! TILL CLIVE
BROOK and KAY
FRANCIS send
his glory crash-
ing down on
his arrogant
head!

NEXT CHANGE

COMMENCING SUNDAY, 9th AUG.

ROMANCE FOR THE WORLD!
IT COULD HAPPEN ONLY IN
PARIS!... AND ONLY
POWELL COULD DO IT!



WITH
CAROLE
LOMBARD
and
WYNNE
GIBSON

WILLIAM POWELL "Man of the World"

A Garamond Picture

BOOKING AT THE THEATRE.

TEL. 25313.

CURRENT SPORTING GOSSIP

BOBBY JONES WEARY OF SECLUSION.

May Be Playing Again
Soon.

MARTYR IF HE DID NOT.

[By Harry Vardon.]
We are told that Bobby Jones, of
immortal renown, was watching the
leading American and British
players in the recent United States
Open Golf Championship—"watch-
ing them very wistfully," says one
commentator.
He had adhered to his decision
not to defend the title. But, judg-
ing by the messages that keep
filtering through from friends in
America, I think that we may
reasonably expect to see him again
in the thick of the fray ere another
year has passed.
In truth, he would be the world's
greatest martyr if, at the age of
thirty, with his golfing ability un-
equalled in the present generation,
he could subject himself perman-
ently to the seclusion of private
rounds.

I hope, as I believe, that he will
return to competition. Nobody has
ever impressed me as he did when
we were drawn together—purposely,
as some of the officials blandly
explained afterwards, so as to let
me see what manner of youthful
prodigy they had produced in the
American championship of 1920.
He was almost unknown then, but
he led me for some time.

What with a rainstorm in the
last round, a rapacious brook, and
Bobby's urgent rivalry, I missed a
wonderful chance of winning that
championship, and could only tie
for second place to my old friend,
Edward Ray.

Extraordinary Nerve Control.
But amidst all that I have seen
of Jones, I remember most vividly
my partnership with him on that
occasion, when he was served up as
a surprise for me—and, in all con-
science, played the part. The way
in which he hit the ball for the first
five or six holes startled and
mesmerised me.

Those of us who came into con-
tact with Jones last year felt that
he had it in his mind to finish if
he could attain his ambition of
winning the four championships of
Britain and America in the one
season.

I really think that he felt the
strain of defending a reputation
more acutely than any other golfer
has ever done. His tension just
before a big event was almost
painful. For that reason the first
hole afforded a chance of gaining a
lead from him, and a fair number
of opponents did it, including T. P.
Perkins, when they met in the final
of the United States amateur cham-
pionship, although the match had
gone only a little farther when
Jones began his customary process
of relentless annihilation.

A Confession.
His nerve control must have been
tremendous, for he has confessed
that he has often felt like repeating
the prank of flinging his club after
an errant shot, which was the antic
that made people talk about him in
his youth. Yet he never did it when
he rose to rank in the game.

Jones decided to retire from
tournaments because he signed a
contract to make a series of twelve
motion pictures devoted to an ex-
hibition of the methods which he
employs in producing various
strokes. These pictures, soon to be
released throughout Britain, are
amusing as well as instructional,
but he feels that in posing for
them he has done something con-
trary to the spirit of amateurism.

It is a nice point as to whether
educational pictures are more in
the nature of professional work
than educational writings. These
latter are not regarded as an in-
fringement of the amateur status.
Most of our own leading amateurs,
as well as the Americans, have writ-
ten books and articles of instruction
on golf. It is a moot question as
to whether the practice is legally
defensible, because in both coun-
tries the definition says that an
amateur is one who has not receiv-
ed any consideration for teaching
the game, writes Harry Vardon in
the Sports Dispatch.

Dissecting Jones.
Still, custom has made it correct
for an amateur to write a book of
instruction at a fixed fee, although
he may not give a lesson in person
at any price. Jones, as an amateur,
wrote on every phase of the game,
but with all his popularity, the
professionals of the United States
regarded him as a specially-favoured
individual. They understood
that he received from an American
syndicate the sum of \$5,000 a year

LAWN BOWLS OPEN CHAMPIONSHIP.

Gregory Knocked Out by
Arculli.

ADJOURNMENT EFFECT?

Having eliminated Basa (C.C.C.)
and Coleman (Kowloon Dock), res-
pectively, in the preliminary round
of the lawn bowls Open Singles
Championship, J. J. Gregory
(C.S.C.C.) and E. al Arculli
(C.C.C.) met in the first round on
the Police green on July 28.
Gregory had the better of the
first four heads, leading by 7-2,
but at the eighth head Arculli led
by 11-2. At this stage heavy rain
caused an adjournment of the
match.
A resumption was made on Mon-
day last, when Arculli, as the re-
sult of six more heads, increased
his score to 22-7, Gregory being
unable to add even a solitary unit.
Arculli now meets a Club-mate in
U. M. Omar in the second round.

Our Sports Diary.

LOCAL.

WATER POLO—To-morrow—
Division I.—Navy v. Chinese Ath-
letic.

PING PONG—To-day—Junior
League—Fukien v. Ying Nin.
Ming Tak v. Confucian Associa-
tion.

To-morrow—Junior League—
Congregational Church v. Chung
Nam.

Saturday—Junior League—Chin-
ese Catholic Club v. Western.

LAWN BOWLS—Saturday—1st
Division—Taikoo R.C. v. Police
R.C.; Craigengower C.C. v. Kow-
loon C.C.; Kowloon B.G.C. v. Kow-
loon Dock R.C.; Club de Recreo
v. Civil Service C.C.; 2nd Division—
Civil Service C.C. v. Taikoo
R.C.; Yacht Club v. Club de Re-
creo; Kowloon C.C. v. Kowloon
B.G.C.; Hong Kong Electric R.C.
v. Craigengower C.C.

Sunday—Inter-Departmental
Tournament—P.W.D. v. Small
Units; Police green.

WRESTLING—Sunday—Dauila
v. A. D. Sports, Stadium, 5 p.m.

ABROAD.

CRICKET—To-day and To-
morrow—Army v. Public Schools.
Essex v. Middlesex.
Lancashire v. Worcester.

Somerset v. Gloucester.
Gloucester v. Surrey.
Northants v. Nottingham.

Sussex v. Hampshire.
Leicester v. Yorkshire.
Kent v. Derbyshire.

Warwick v. New Zealand.
Saturday—Monday and Tuesday.
Young Amateurs v. Young Pro-
fessionals.

Surrey v. Middlesex.
Lancashire v. Hampshire.
Somersetshire v. Worcester.

Glamorgan v. Essex.
Yorkshire v. Northants.
Notts v. Derbyshire.

Sussex v. Kent.
Warwick v. Leicester.
Gloucester v. New Zealand.

LAWN TENNIS—To-morrow
and Saturday—Western Cup
Matches at Forest Hills.

EXHIBITION—To-day and To-
morrow—Royal Horse Show, Dub-
lin.

FOOTBALL—Saturday—Scot-
tish League Programme.

for his literary work. Since the
work was permissible by an
amateur, the amount of remunera-
tion surely did not matter. At any
rate, he can now join forces with
the professionals.

If we dissect a round by Jones,
shot by shot, we may not be able to
find in him anything better than in
half a dozen other players who
might be reviewed. Yet the fact
remains that for some years he has
been consistently the greatest
player in the world.

I would attribute it to his almost
uncanny capacity for producing a
shot of extraordinary excellence
just when it has been most urgent-
ly wanted, or might be most effec-
tive in shaking an opponent to his
very foundations. These "super-
shots" have been the most marked
features of his career.

Particularly has this attribute
been manifest in his putting. The
late Willie Park was an amazing
putter, but even he never equalled
Jones in the ability to hole almost
any putt that had to be holed.

"I would set down driving as the
next strongest factor in the Amer-
ican's range of shots. He can
make it seemingly as long as he
likes; it depends upon his rival's
power. With the iron Jones is as
good as anybody without being
superlative. Except when suddenly
the flag-putter moves him to make
a last-minute shot with the iron. Let us
look forward to seeing him again."

ARMY T. C. WIN AND DRAW.

Nippon Club Lose
Heavily.

CIVIL SERVANTS DRAW.

Playing at Sookunpoo on Tues-
day, the Army Tennis Club defeat-
ed the Nippon Club by 7 sets to
2 in the "B" Division of the Lawn
Tennis League.

Scores:—
Col. Robinson and Capt. de Linde
(Army T.C.):—
beat Makamura and S. Saito 6-2
beat Nakamoto and Sato ... 6-3
beat Kinoshita and Yoshikawa 6-2

Major Kerrick and Lieut. Waring
(Army T.C.):—
beat Makamura and S. Saito 6-1
beat Nakamoto and Sato ... 6-2
lost to Kinoshita and Yoshi-
kawa ... 2-6

S.M. Atkinson and S.M. Mitchell
(Army T.C.):—
beat Makamura and S. Saito 6-0
beat Nakamoto and Sato ... 6-2
lost to Kinoshita and Yoshi-
kawa ... 3-6

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Chinese R.C.	3	0	0	0	5	14	16
Recreo	10	8	0	2	50 1/2	30 1/2	19
University	10	6	1	3	62	28	13
C.S.C.C.	10	5	2	3	43	48	12
H.K.C.C.	11	5	2	4	51	48	12
C.C.C.	9	6	0	3	47	34	12
Indian R.C.	9	4	1	4	40	41	9
Army T.C.	8	4	0	4	35	34	8
Kowloon C.C.	9	2	0	7	27 1/2	53 1/2	4
M.B.K.	6	1	0	5	12	39	2
S. China	7	1	0	6	21 1/2	41 1/2	2
Nippon C.	11	1	0	10	30	68	2

"C" DIVISION.

Army T.C. Draw.

The Civil Service C.C. drew with
the Army T.C., both sides winning
4 1/2 sets.

Scores:—
Omerod and Paston (C.S.C.C.):—
beat Jarman and Mitchell ... 7-5
beat Stevenson and Luckshan 6-3
drew with Halford and Oakley 6-6

Freeman and Matthews
(C.S.C.C.):—
beat Jarman and Mitchell ... 6-3
lost to Stevenson and Luck-
shan ... 3-6
lost to Halford and Oakley ... 1-6

Bert and Anderson (G.S.C.C.):—
lost to Jarman and Mitchell 2-6
beat Stevenson and Luckshan 7-5
lost to Halford and Oakley ... 5-7

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
C.R.C.	14	13	1	0	106	18	27
Recreo	13	12	1	0	82	32	25
S. China	11	8	0	3	68 1/2	30 1/2	14
University	9	7	0	2	57 1/2	23 1/2	14
H.K.C.C.	13	6	1	6	57	60	13
V.M.C.A.	5	6	0	3	48	23	12
K.C.C.	10	5	1	4	45	51	11
Gratu. A.	11	0	6	5	50 1/2	40 1/2	12
I.R.C.	11	4	1	6	41	57	9
Army T.C.	11	3	1	7	22 1/2	63 1/2	7
Radio S.C.	11	2	2	7	33	64	6
K.I.T.C.	12	2	1	9	35	73	5
C.C.C.	10	2	0	8	33 1/2	61 1/2	4
Deutscher	9	1	1	7	23	58	8
C.S.C.C.	12	0	2	10	30 1/2	67 1/2	2

WATER POLO LEAGUE RESULTS.

V.R.C.'S BIG WIN.

At the Victoria Recreation Club
yesterday evening the V.R.C. de-
feated the Borderers by nine goals
to nil in the Senior Division of the
League.

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
V.R.C.	10	10	0	0	94	3	20
Chinese Ath.	9	6	2	1	40	12	13
Kowloon	8	3	3	2	21	23	8
Chinese B.C.	8	3	4	1	21	7	7
Royal Navy	8	2	0	6	8	37	4
Borderers	9	0	10	0	5	53	0

A wise captain I know once said
to a bowler, "You are bowling too
well; try some bad stuff!" A long
top off the leg stump brought an
immediate effect, for the batsman
took a slash at it and asked it.
There are some bowlers who are
absolute masters at sending down
these so-called "bad" balls occasion-
ally. It is just the same as in
fielding practice. You capture balls
slung at you from all angles, then
somebody sends down a dolly catch
and you are apt to miss it unless
you can readjust your ideas to the
simplicity of it.—Harold Larwood.

STAR

TO-DAY TO SATURDAY

At 2.30, 5.20, 7.20, & 9.20.

The Perfect Comedy
Team in a Wall Street
joy-ride without equal
for laughs!

Suggested by
EDDIE CANTOR'S book



BUSTER KEATON in DOUGH BOYS

GRAY'S YELLOW LANTERN SHOPS
Alexandra Bldg., corner of Des Voeux Rd. C. and Chater Road.

HAVE ALWAYS IN STOCK
A FINE SELECTION OF
Chiffon, Cottons, Silk Crepe.
SPORT FROCKS
AND
AFTERNOON FROCKS.

HONG KONG SHANGHAI MANILA

MAJESTIC

The Phantom of the Opera

LON CHANEY
MARY PHILBIN
and
NORMAN KERRY



TO-DAY TO
SATURDAY
At 2.30, 5.20,
7.20 & 9.20 p.m.

COME HERE TO SPEND A PLEASANT
EVENING AT A SMALL COST.

THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO MIDNIGHT.

THE CHINESE RESTAURANT
THAT ESPECIALLY CATERS
FOR FOREIGN CUSTOM.

EXQUISITELY FURNISHED UP-TO-DATE
LOUNGES, EASY CHAIRS AND EVERY-
THING IN HARMONY.

MA JONG CAN BE PLAYED FREE OF
CHARGE.

EXCELLENT CUISINE, SPECIAL
DISHS BY EXPERT CHEF.

WATCH THIS SPACE FOR
MENU ANNOUNCEMENTS.

THE VERY LATEST IN BERETS.

ANGORA
SPECKLED WOOL
AND
BOUCLET
ALSO
A NICE RANGE
OF
PLAIN
ASSORTED SHADES

LANE, CRAWFORD, LTD.
Children's Department.

E
L
B
S
C
H
L
O
S
S



E
A
G
L
E
B
R
A
N
D

BEER.

SOLE AGENTS FOR HONG KONG:

THE WING ON CO., LTD.

STORIES IN CRICKET BATS OLD FRIENDS USED BY THE GREATEST PLAYERS. IN WISDEN'S MUSEUM

In the heart of the West End of London—next door to the Leicester Square Tube station, in fact—is the greatest cricket museum in the world.

Unlike the great national museums of South Kensington, it is housed in no pretentious home; thousands of busy people pass it by every day, probably unaware of its existence. For this museum is in the West End showrooms of John Wisden and Co., and it is open to the public by courtesy of the firm.

Nearly every one of us knows the joy of collecting. When we were boys we collected stamps, and knew the thrill of capturing some comparatively rare specimen: as time went on we gave the collection to some young friend—or kept it for our sons, and they, too, derived pleasure from it.

There is hardly an article which, at some time or another, has not attracted the attention of the collectors. But few private collectors have persevered in their hobby as have the House of Wisden in securing the famous bats of cricket. To-day there are as many stories told by the bats of the museum as the sermons of the stones of St. Paul's.

Walk round.

The Oldest Bat.

There is the oldest bat in existence. It looks more like a scoop than a modern bat. It is dated 1750—the year that the Hambledon Club was being formed at Broadhalfpenny Down, in Hampshire: a bat commemorating the birth of Britain's greatest Summer game.

Then there are bats that have made records; bats that great players used and loved; bats that have crossed and recrossed the world; and they all have a story to tell.

There is a bat used by the redoubtable Dr. W. G. Grace. He had promised Wisden's that if he made over 1,000 runs with it he would let them have it for the museum. Well, the 1,000 runs accomplished "W. G." sent the bat along. His scoring with this bat in the 1900 season included 126 for the South against the North at Lord's.

There is a bat that belonged to the Jam Sahib of Nawanagar—"Ranjit"—prince of cricketers and uncle of that fine batsman of to-day, K. S. Duleepsinhji. Writing from Cambridge in October 1895, "Ranjit" said:

"It was the very best bat that I have ever used. I made all but 91 runs in first-class cricket this year and close on 2,400 runs in all matches with it. Included in my scores were four centuries in first-class cricket—namely, 150, 137, not out, 110 and 100. I also made the only 200 I have ever scored with it in a local match here."

Mr. A. C. MacLaren.

Mr. A. C. MacLaren's famous bat is here, too. With it he set up his record score of 424 at Taunton in 1895.

One of the veterans of the collection is the bat used throughout the season of 1893 by F. S. Jackson.

Altogether this bat piled up a score of 2,000 runs, including the 103 Mr. Jackson scored in the memorable England v. Australia match at the Oval.

This bat looks somewhat weather-beaten. It is bound in three places: and between the two upper bindings is a piece of wood let into the blade, giving it an appearance like Dan Leno's famous trap-door bat.

Some of these bats had a long life in the field. Here is one used by Mr. Leveson-Gower.

"I used it for nearly three seasons," says the inscription on it. "I have scored nearly 5,000 runs with it."

Next to it is a bat that Charlie Lavender, for many years professional to the Hastings Cricket Club, used. Four thousand runs he scored with it.

Old Campaigner.

And here is an old campaigner. At first glance it tells of many strenuous days in the cricket-field. A huge crack runs down one side of the blade, which is studded with pegs. It looks rather like a dissipated old gentleman, in fact.

It belonged to George Lohmann, one of the greatest hitters who ever played for Surrey. He used it consistently during seasons 1890, 1891 and part of 1892. During that time, too, most of the Surrey players used the bat. It is believed to have nearly 6,000 runs to its credit.

But some of these bats had shorter lives, but none the less merry ones. The inscriptions on them bring memories of great feats flooding back to the cricket lover.

Mr. V. F. S. Crawford used this playing for young Surrey amateurs against the professionals in 1896. It was one of the first games of the season, in April. He scored 218 out of a total of 296.

566 Runs.

Mr. C. T. Eady, the record maker, has a place here, of course.

Here is the bat with which he set up the world's record score—566 runs, for Break o' Day against Wellington. Next to it is the bat he used when he made two centuries for Tasmania, against Victoria thereby creating an inter-colonial record.

Here, too, is Warwick Armstrong's bat. No collection would be complete without representing this great—perhaps the greatest—of all Australian cricketers.

With this, Armstrong scored 303 not out against Somerset. The bat helped him to over 3,000 runs in England and Australia.

Talking of Australia. Here is the most travelled bat in the world: it belonged to George Giffen. He brought it to England on two of his visits; and scored over 2,000 runs with it. The bat must have travelled about 60,000 miles—yet it looks nothing of a globe-trotter, but fresh and youthful.

The "Gravedigger."

These two bats were made in a pair, one for Albert Ward, the other for J. T. Brown, when they went on their Australian trip with Mr. Stoddart. They were not used a great deal, however, until the last Test match. Then Brown scored 140 with his, and Ward 93 with the other.

Brown's bat became known as the "Gravedigger" for a curious reason. Australian newspapers, commenting on the earlier defeat of Lord Sheffield's team in the final Test match, said that "the ashes of English cricket were left in Australia." After Brown's 140, which

regained the Ashes for England, they said that Brown had dug them up again.

Hence the "Gravedigger."

For many years Brown used to call at Wisden's Museum to handle his famous bat again. In those moments, with the roar of London's traffic in his ears, he lived again those stirring moments when he saved England from defeat in Australia.

Brown had a real affection for this bat. And other cricketers, too, have loved their trusty willows.

"I feel as though I am parting from a very old friend," wrote M. A. Noble, sending to the museum a bat with which he had scored 2,000 runs.

Constantine, the West Indies player, who was over here in 1928, paid a remarkable tribute to his bat. He wrote:

The best bat I have ever used. See the face and look at the scores on the back. Hits the ball as hard as ever, and still it's perfect.

Nearly every one of these bats bears a message from the distinguished cricketer who played with it.

King Edward.

There is one, however, which at first glance has no distinction whatever. But if you look at it closely you will find a piece of silver let into the blade, at the back. It bears the Prince of Wales's Feathers.

This bat belonged to King Edward when, as Prince of Wales, he used to play for the Prince's Club (now non-existent) at Knightsbridge.

King Edward, in his younger days, was keen on the game, but did not always figure among the leading scorers of his side. In one match he was bowled with the first ball of his second over. This is what a reporter wrote:

"Owing to intense heat, his Royal Highness deemed it prudent to retire, after a somewhat lengthy stay at the wicket, with a masterly play: ed three to his name."

There are stories, too, yes, and memories, in the cricket balls. Take three inscriptions at random—

Great Test Match at the Oval 1902. This ball (a Wisden's Special) is the one with which Wilfred Rhodes made the winning hit.

Gloucestershire v. Somerset. Dr. W. G. Grace made his 100th century, May 1894. Bowled 80 overs, 30 maidens, 140 runs, 12 wickets.

Three times through the pavilion windows at Lord's.

What memories these little spheres recall.

And now for the secret of the Museum.

When it was started, the idea was to collect bats and balls used in famous feats or by outstanding cricketers. As time went on it was found that practically every famous batsman used bats made by Wisden's; and nearly every cricket club used balls made by Wisden's.

Thus it is that in this museum, with its mementoes of the greatest deeds and players of the cricket game, nearly every bat and ball was made by Wisden's.

A great tribute to a great house.

—The Evening Standard.

THE
HONG KONG
PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
HOTELS,
LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

MARBLE HALL 21, Nathan Rd., Kowloon.
Tel. 57089.

A Select Private Hotel furnished with an eye to the comfort of its tenants. Single and double suites of rooms with private bathrooms attached.

THE HARBOUR VIEW PRIVATE HOTEL.

9-12, Chatham Road, Kowloon.
Finest Situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breezes. Unequalled Cuisine.
Phone Tel. 56734. Proprietress—Mrs. Gardiner. Cable Add. "Harview."

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

Hong Kong experienced its first blow of the season on Saturday (August 1) when a typhoon, travelling at the speed of 136 miles per hour, swooped down on the Colony and wrought great havoc to matsheds and other unsubstantial structures. Kowloon, on the whole, seemed to have fared the worst, but the storm was over within four hours. A full report of the gale is contained in the OVERLAND CHINA MAIL. Order your copy now to send Home.

Much interest has been taken in an application made by Mr. F. C. Jenkin in the Supreme Court before the Chief Justice on behalf of two natives of Annam, for an order nisi that a writ of habeas corpus be issued and directed to the Superintendent of Victoria Jail to bring the bodies of the two applicants before the Court forthwith. Mr. Jenkin, in the course of his application, said that the applicants were arrested by the Police on June 6, without any warrant. The OVERLAND CHINA MAIL contains a full report of the proceedings.

The death occurred on August 2, at his residence, No. 1, Park Road, of Mr. Fung Ping-shan, at the ripe age of 73 years. He was an unofficial Justice of the Peace, and a life member of the Court of the University. He did much to forward the cause of education in the Colony. This is chronicled in the OVERLAND CHINA MAIL.

In the Supreme Court on August 4, Sir Joseph Kemp, K.C., C.B.E. (Chief Justice), heard an application made by Mr. F. C. Jenkin in the matter of the estate of Thomas Frances O'Sullivan, late of 44, Robinson Road, whose death may be sworn to have occurred in the month of May 1930. It will be remembered that Mr. O'Sullivan was missing since May 8, 1930, when after visiting his son at St. Joseph's College he, in company with his daughter, Maureen, went to the Public Gardens. He suddenly disappeared and was never seen again, even after a thorough combing out of the hill and district. A full account is contained in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fall to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the most popular weekly news budget, as it has been compiled just to suit people with any interest whatsoever in Hong Kong, and all that goes on there. What more could be desired?

READY TO-MORROW

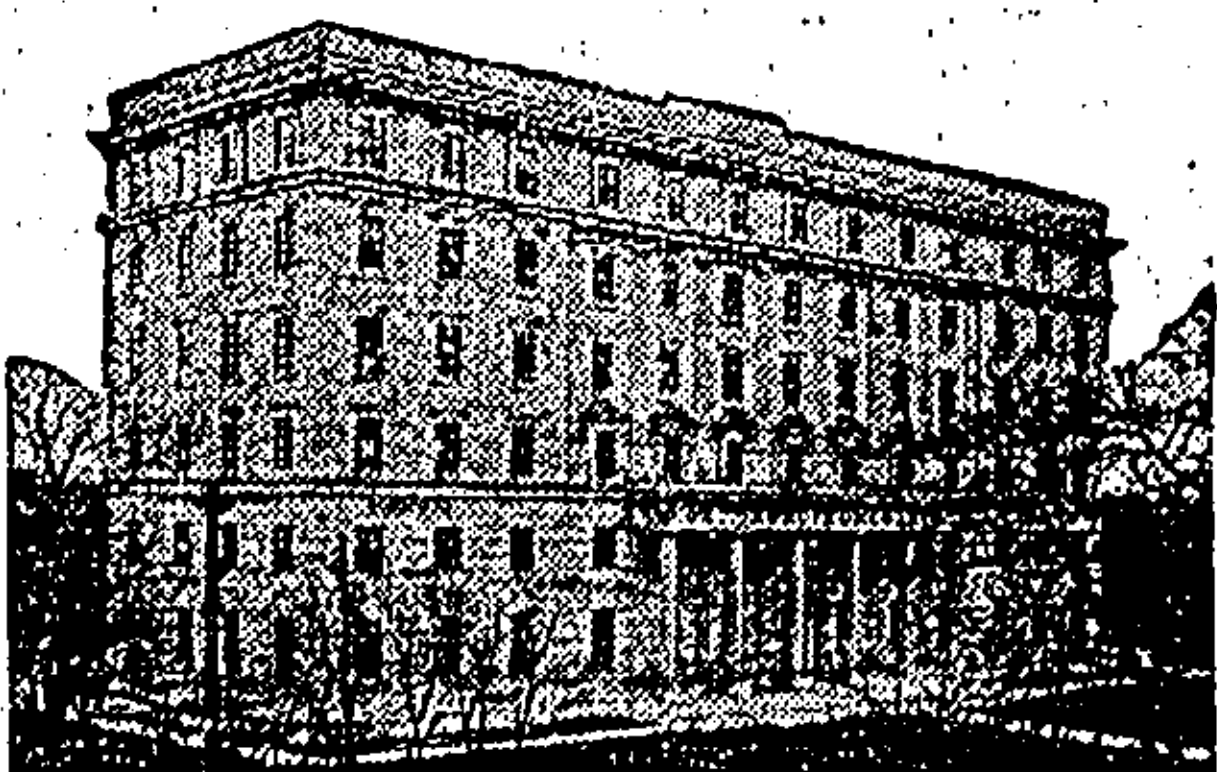
Mail via Suez closes at 9.30 a.m., Aug. 8.
and via Siberia at 3.30 p.m., Aug. 7.

SINGLE COPY 25 Cents

(Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$13 per annum, or \$19 including postage abroad. Half-yearly or quarterly periods pro rata.)
No. 3A, WYNDHAM STREET—PHONE 2922.

"THE OVERLAND CHINA MAIL"

THE MANUFACTURERS LIFE INSURANCE COMPANY



HEAD OFFICE - TORONTO, CANADA
(Occupied exclusively by the Company)

Don't Under-Value Self

WHY does a man insure his property for its full replacement value yet feel satisfied with a few thousand life insurance often representing at most two or three years' income? The fire policy may become a claim, the life policy must, either by death or maturity. Are you adequately insured?

E. J. R. MITCHELL, Branch Manager,
15, Chater Road. Tel. 29601.
Canadian Representative—Mr. V. E. Ferrier,
27, B. C. Shumson.

COME ONE! COME ALL!!

AND WITNESS THE

WRESTLING MATCH

MR. DAULLA V. MR. A. D. SPOORS

The Indian Elephant-like Wrestler
Next to Gama, the World's Champion.

The Strongest Briton in Hong Kong,
Expert in Wrestling & Ju-jitsu.

AT THE STADIUM, NORTH POINT
ON SUNDAY, 9th AUGUST, AT 5 P.M.

Additional Attractions:

FOUR OTHER WRESTLING BOUTS,
WEIGHT-LIFTING COMPETITIONS, ETC.

Prices: \$3, \$2, \$1, and 50 Cents. Soldiers & Sailors half-price
except to \$1.00 and 50 Cents Seats.
(Excluding Entertainment Tax)

TICKETS AT
MOUTRIE & CO.

CHINA ATHLETIC ASSOCIATION, 58, Queen's Road.
MAMAK & CO. Peking Road, Kowloon.

THE BODY, SOUL AND SPIRIT
OF AN
EXCELLENT COCKTAIL!
BURNETT'S
CELEBRATED LONDON
DRY GIN

Behold it here! This little flask
Contains the wonderful Quintessence,
The Perfect Flavor and Efforescence
Of all the Knowledge Man can ask
—Longfellow.

Sole Agents:—

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.
Phone 20616.



ZEISS BINOCULARS
ZEISS FOLDING CAMERAS
DEVELOPING & PRINTING
guaranteed—thoroughly—washed.

A TACK & CO.

26 Des Voeux Rd. C.

Tel. 20945.

To prevent
MOSQUITO BITES

Apply

The Well-Known

"DERMOLIN" Lotion

When Bathing.

It will obviate waste

— Save you money

— Give better results

Obtainable at all Drug Stores and
Dispensaries.

PROPRIETORS:—

THE CHINA DISPENSARY

82, Queen's Road Central, Hong Kong.

SUN HELMETS

For Naval, Military and Civilian Wear.



We have now received a
full selection of Sun
Helmets suitable for all
occasions and guaran-
teed Sun Proof as well as Rain-
proof.

Also latest styles in
STRAW HATS.

Prices moderate. Inspection invited

THE BAKILLY CO., LTD.

153-155, Des Voeux Road, Central.

PHOTO SUPPLIES.

PHOTOS TAKEN DAY AND NIGHT.

Zeiss, Kodaks, Cameras, Films, Plates, and Papers, etc.
Developing, Printing and Enlarging.
AT 24 HOURS SERVICE.
Price Moderate.

A Trial Order is Solicited.

THE KWONG KWUI CO., LTD.

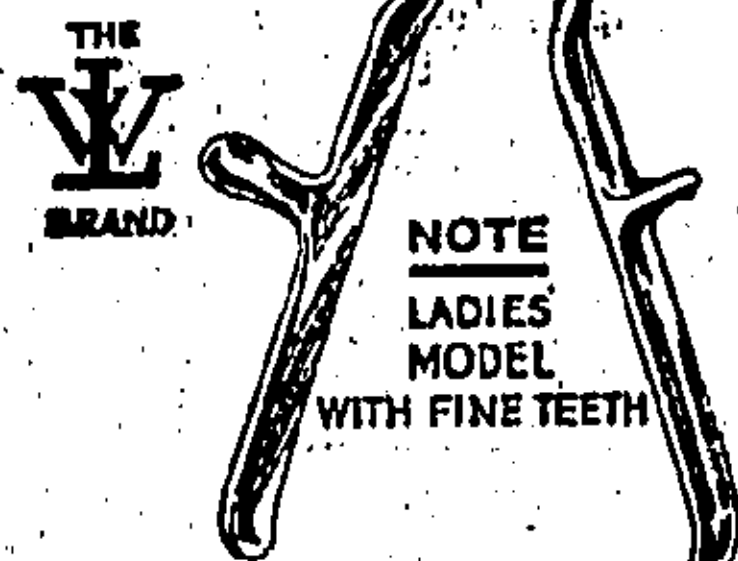
174, Queen's Road Central, Hong Kong.
Tel. 22170.

WHITEAWAYS

SALE
BARGAINS IN HAIR CLIPPERS

THE
"KLIPTEX"

LADIES' HAIR
CLIPPERS



NOTE
LADIES
MODEL
WITH FINE TEETH

THE
"KLIPTEX"

LADIES' HAIR
CLIPPER.

This is the ideal clipper
for bobbed and shingled
hair. Has fine teeth and
will give good service.

SALE PRICE
\$3.25

ONE OF WHITEAWAYS STANDARD VALUES

THE "KLIPTEX."

MEN'S HAIR CLIPPER.

An efficient Clipper that works to a hair breadth accuracy.
Wonderful value.

SPECIAL

SALE PRICE

\$2.95

HUNDREDS OF OTHER BARGAINS.

AT

WHITEAWAYS.

The China Mail

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$35, payable
in advance. Local delivery free.]

Overland China Mail

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18, including postage \$12, pay-
able in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers.
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office: 30022.
Editorial Department: 24641.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remit-
tances should be made payable.
London Offices:—S. H. Bywaters
& Co., Ltd., 7, Garrick Street,
London, W.C.2.

Hong Kong, Thursday, August 6, 1931.

Traffic Control.

It is recognised, or should be,
that the first essential to efficient
traffic control is co-operation on
the part of drivers of vehicles
and co-operation on the part of
pedestrians. Regulations are
made in the interests of both
without discrimination, and the
more numerical and even seem-
ingly irksome, these become the
more desire there ought to be on
the part of the community to
study and understand them. The
attitude of passive resistance to
traffic rules and regulations is
out of date and, besides making
the possessors of it look ridicu-
lous, are calculated to obstruct
the authorities who have a duty
to perform as stewards of the
public as a whole.

It is conceded that in this
Colony occasion frequently arises
for criticism of modified regula-
tions or fresh rules and for call-
ing attention to instances where
the traffic authorities appear to
hamper themselves or irritate the
public by too much laxity in the
matter of enforcing regulations.
How many times, for instance,
has comment been made of the
nuisance created by the public
car drivers in Chater Road—a
nuisance (and even peril) worse
than the trick cycling mania in
Yau-mat. It may be suggested
that the stationing of a Euro-
pean traffic sergeant at the junc-
tion of Ice House Street and
Chater Road would minimise, if
not entirely abolish, the antics of
these pests within three or four
miles. They are known to every
European and Oriental Police of-
ficer on ordinary beat duty, but
even a recent prosecution by an

Assistant Superintendent of
Police has proved futile.

Then, again, it was hoped that
the traffic experiment at Kowloon
"circuit" would make for the
greater convenience and safety
of incoming and outgoing ferry
passengers. Instead, the latter
are still subjected to the menace
of rikshas rushing in to the
Ferry entrance and to the danger
of buses being permitted to drive
on to the "cattle stalls" the while
pedestrians are hurrying to catch
their buses.

It may interest motorists and
traffic authorities here to learn
that the results of a novel ex-
periment have just been an-
nounced by the Selangor Auto-
mobile Association. At the last
meeting of the Committee a
member reported that, as ar-
ranged with the C.P.O., he had
taken a turn at point duty on the
Malacca Street-Java Street
corner and that he was going to
do so again at the Old Market
Square-Rodger Street corner. He
had noted that the worst offen-
ders, as regards traffic signals,
were the cyclists and the next in
order the pedestrians. The rik-
sha pullers, on the whole, tried to
follow the traffic signals.

In this connection he had as-
certained that for the last nine
months or so, a policeman had
been on point duty once a week at
the office of the Registrar of
Vehicles to give instruction on
traffic signals to riksha pullers
awaiting licences. As regards
traffic signals generally, he con-
sidered that "wings" should, if
possible, be more generally in-
troduced and that in particular
the riksha pullers appeared to
understand them better than
hand signals.

The Secretaries were instructed
to write to the Traffic Depart-
ment stating that a member of
the Committee had investigated
the system of traffic control, and
to congratulate the Traffic De-
partment on the work that is
being done. It was agreed to sug-
gest that the question of the
cyclists should be taken up
strongly.

It would be equally interesting
to have the results of a similar
experiment by a member of the
Committee of the Hong Kong
Automobile Association.

News in Brief.

The lowest open air temperature
yesterday was 76 degrees. The
humidity was 88 at 10 a.m. and 89
at 4 p.m.

William Bourne, the negro charged
with the murder of Lam Yau-
yuk in the Mental Hospital, on July 5,
was yesterday afternoon committed
to the custody of Mr. Williams at the
Central Magistracy.

One Chinese case of typhoid
fever was notified yesterday.
The quarantine restrictions im-
posed against arrivals from Saigon
on account of cholera have been
removed.

Whilst engaged in unloading
limestone at the Green Island
Cement Company's works at Hung-
hom, Yeu Mee-chuen (35), a coolie,
had his foot badly cut, and was
taken to the Kowloon Hospital.

Before Mr. E. H. Williams, at
the Central Magistracy yesterday
afternoon, Wong Pung, a man, and
Wong Kam, a woman, were com-
mitted for trial at the next Assizes,
on a charge of kidnapping a boy.

A Siamese police officer, who
stands charged in Bangkok with
aiding and abetting a man, wanted
for embezzlement, to escape from
the country, has been committed
to the Criminal Court to stand
trial.

Falling out of bed whilst asleep
Ho Kam-tung (75), of 225 Temple
Street, received injuries which
necessitated his removal to the
Kowloon Hospital. His condition
may become serious on account of
his age.

After it had bitten Ho Ching, a
coolie, in the leg, a Chinese chow
dog, owned by Mr. C. G. Melchers,
of 532 The Peak, was yesterday
removed to Kennedy Town for the
usual period of observation. The
coolie was taken to hospital.

As the result of a fall off
scaffolding near a building under
construction in Lockhart Road
yesterday, Lai Kam, (16), a coolie,
of 3, Caroline Hill Road, received
injuries to his face and neck, and
was taken to the Government Civil
Hospital.

The forthcoming marriages are
announced of Leonid Grigorievitch
Cotowoz, mechanical engineer, 336,
Lockhart Road, and Lillian Frances
Stella Elms, 334, Lockhart Road,
and of Germano Augusto de Pinna,
1, Kimberley Road, Kowloon, and
Maria Luiza Gutierrez, of 8, Wing
Lok Building, Nathan Road.

Mr. D. S. Edward has joined the
rapidly growing numbers of skill-
ful golfers who have performed the
hole-in-one feat, having done this on
Monday at Deepwater Bay. Messrs.
Caldbeck, Macgregor & Co., Ltd.,
the local agents of the well-known
and popular Johnnie Walker
Whisky, have duly presented him
with a commemorative bottle.

After being detained at the
Hung Hom Police Station, in con-
nection with an alleged theft from
the Kowloon Docks, a Chinese,
whose age, name and address are
unknown as yet, was removed to
the prisoners' ward at the Kowloon
Hospital yesterday. It is believed
he is suffering from an overdose of
opium, and, it is stated, he is unable
to speak.

In connection with the jewel
fraud which took place on July 27,
the Bulgarian, Vassil Palecek, was
again brought before Mr. Fraser
in the Kowloon Magistracy, yester-
day afternoon, when he was con-
victed on two charges of larceny,
and was sent to jail for three
months with hard labour. On
expiry of the sentence he is to be
deported from the Colony.

We are requested by the manage-
ment of the King's Theatre, in view
of many local rumours that are
current, to state emphatically that
the King's Theatre building is not
for sale, lease, or disposal in any
way whatsoever, and that any ad-
vertisement in the newspapers re-
garding the sale of a building in
Queen's Road with theatre accom-
modation does not refer to the
King's Theatre.

At the Central Magistracy yester-
day afternoon the case in which
two Chinese partners of the Li
Hing Company were charged with
alleged uttering of forged cer-
tificates of the Government Analyst
with tenders submitted to the Kow-
loon-Canton Railway was conclud-
ed before Mr. Schofield. The
Crown's case was conducted by Mr.
Somerset Filmer, whilst Mr. F. C.
Jenkin (instructed by Mr. F. C.
Randall) defended. The Magis-
trate expressed the opinion that,
as far as he could see, the defend-
ants had not defrauded any person.

Over a thousand application and
entry forms were mailed to farm-
ers in the Calgary district for the
annual Board of Trade standing
grain and good farms competitions
this year, says J. H. Hanna, sec-
retary of the Calgary Board of
Trade. Last year about 60 farm-
ers took part in the competitions
and it is expected that a similar
number will participate this year.
The rules, regulations and prizes
will be the same as in former
years.

**MAROONED AT CLIFF
FOOT.**

Ordeal of Minister and
His Wife.

RESCUES DANGEROUS.

Two coastguardsmen on June
24 rescued a clergyman and his
wife who had been marooned at
the foot of cliffs 300 feet high
on the Somerset coast near
Minehead for nearly 24 hours.

The Rev. C. H. Davis and Mrs.
Davis, of Petersfield, who had
been on holiday at Minehead, left
the town at about 10.30 in the
morning to walk over the cliffs to
Porlock. They had gone a
considerable distance when they
were caught in a rain storm, and
in a search for shelter they de-
scended to the beach near Hurles-
ton Point, a danger spot for hol-
idaymakers. They started to
walk towards Porlock Bay, but
found they could not get there.
Retracing their steps they dis-
covered that they were cut off
by the tide. The cliff was too
steep to climb, and they remain-
ed in this position entirely ex-
posed to the wind and the rain
throughout the day.

In the meantime Mrs. Harri-
son, of the Quay, Minehead, with
whom Mr. and Mrs. Davis had
been staying, became alarmed at
their absence, and after sitting
up waiting for them until about
five o'clock in the morning, tele-
phoned the Minehead police, who
at once communicated with the
Coastguard station at Bussington.

At three o'clock the next after-
noon a woman visitor staying in
the district, who was walking
along the top of Hurleston
Point, happened to look towards
the beach below, and Mr. Davis,
who had been trying to attract
attention by signals, caught her
eye. He made signals to her in-
dicating that he was cut off, and
the lady at once returned and the
coastguards were informed.

Chief Officer A. T. J. White
and Coastguard A. Creber has-
tened to the top of the cliffs, and
found that the visitors were
entirely cut off 300 feet below an
isolated look-out station. With
his companion hanging on to a
rope, Mr. White descended the
cliff by means of cliff lines, at
great risk to himself, and Mr.
Davis was then hauled up.
The second rescue was more
dangerous, as Mrs. Davis was too
exhausted to help herself, and
Mr. White, who had made a
second descent, had the difficult
task of bearing her weight up
over the cliff face, and a perilous
mission was finally accomplished
successfully at about five o'clock.
The visitors were then taken to
the Coastguard station, where
their immediate needs received
attention, and later they return-
ed to Minehead.

A WEEK'S DISEASES.

**Typhoid, Diphtheria, and
Tuberculosis.**

The official return of diseases
and deaths during the week en-
ded August 1 is as follows:—

Cases.	Deaths.
Typhoid fever	5
Diphtheria	2
Tuberculosis	70

One of the typhoid cases was im-
ported.

Summary to August 1.

The returns from January 1
to August 1 give the following
figures:—

Cases.	Deaths.
Typhoid	109
Small-pox	14
Scarlet fever	8
Diphtheria	78
Cerebro-spinal fever	13
Puerperal fever	8
Paratyphoid fever	1
Tuberculosis	1,074

Seventeen of the typhoid cases
were non-Chinese, as were three
scarlet fever cases, one small-pox
case, one cerebro-spinal fever
case, and 25 diphtheria cases.

CHINESE GIRL THIEF.

Whilst a larceny case was being
investigated at the Central Police
Station yesterday, in which a Chi-
nese girl, aged 14 years, was accused,
a woman entered and identified the
clothes the girl was wearing, as
hers.

Subsequently a fresh charge of
theft was preferred against the
girl, and the original charge drop-
ped as there was not enough evi-
dence.

These facts were related to Mr.
Williams this morning by Detective
Sergeant MacDonald, on the ap-
pearance of the girl.

His Worship administered cau-
tion, and directed that, as the
girl had no relatives in the Colony,
she be sent back to her native place,
Sam Shui.

**FORTUNE TELLER
REVEALS GOLD.**

Tells Farmer to Turn
Miner.

RICH REEFS DISCOVERED.

A farmer at Coff's Harbour,
knowing nothing of mining, was
persuaded by a fortune teller to
dig at a certain place, and almost
immediately struck rich gold,
says a Sydney correspondent.

The farmer, Walters, went to a
fortune teller at a show.
"Look for a mineral. It will
make you much richer than
farming," he was told by the
woman, a stranger to the dis-
trict.

Mr. Walters was sceptical, but,
by a coincidence, his daughter
afterwards also consulted the
fortune-teller, who urged the
girl to impress on her father
that he should look for gold.

Rich Strike.

When his daughter and other
members of the family insisted
Mr. Walters, though still incre-
dulous, again consulted the
woman at Coff's Harbour show,
seeking more information.

"You will find gold a mile and
a half from your farm on Cold-
water Creek," she told him.
"One strike will be rich and an-
other, a little distance away, will
be richer. Your mate will be
with you, but he will not find the
reef."

Mr. Walters was now impress-
ed, and with Mr. William Packer
he began prospecting in Cold-
water Creek.

They had not been at work
long when Mr. Packer came out
of the hole they were digging
and Mr. Walters took a turn. Al-
most immediately he uncovered a
reef richly studded with gold. A
few days later the men struck an
even richer reef a few chains
away from the first.

**THE GLOBE WITHOUT
AMERICA.**

Collection of a Thousand
Maps.

PRIDE OF NUREMBERG.

One of the interesting things
in the Medici Society's exhibition
of old maps and globes at their
gallery in Grafton Street is a fac-
simile reproduction of the famous
globe which Martin Behaim con-
structed whilst Christopher
Columbus was discovering
America. This globe, which is
still the pride of Behaim's native
town of Nuremberg, shows the
Atlantic Ocean stretching from
Europe to Japan, with no dry
land intervening except the
Azores, and is the latest on which
no trace of the continent of
America appears.

In the collection are a thou-
sand maps of the sixteenth,
seventeenth, and eighteenth
centuries. Most of them are printed
maps, by Blaeu, Speed, Blome,
Ortelius, and other celebrated
cartographers, that have been
delicately and often brilliantly
coloured by hand. Thirty com-
prise Michael Drayton's "Poly-
Olbia, or a chorographically de-
scription of the tracts, rivers,
forests, and other parts of Great
Britaine," in which every stream
has its nymph, every hill its
shepherd, every town its crowned
queen, and every forest its Diana.
Thomas Fuller, too, that distin-
guished divine who was the
author of "Fuller's Worthies,"
appears as a cartographer, with
the attractive little maps he
published in the middle of the
seventeenth century in "The
Sight of Pisgah," illustrating
the crossing of the Red Sea, the
fall of Jericho, and other events
in the early history of the Israel-
ites.

The desire for map collecting
is said to be growing. It is one
of the least expensive of hobbies,
the range of prices in the Medici
collection being from five shill-
ings to about ten pounds.—
Observer.

Ten Years Ago.

[From the "China Mail" of
August 6, 1921.]

To-day's dollar is worth 2/9 1/2.

While on his way to his home in
Naschunlong village, on Thursday,
Chinese motor driver, employed
by Cheong J. M. Alves, of No. 40,
Austin Road, Kowloon, was attack-
ed at the junction of Mataukok
and Kowloon Roads by two men
armed with daggers who came
down from the hills. While one
man plied the man's arms to his
sides, the other, after first
threatening death if an alarm was
raised, stole a gold wrist watch
valued at \$415, and searched his
pockets, obtaining \$4.70 in ten-cent
pieces.

QUAKER IN INDUSTRY

Romance of Cadbury's Enterprise.

FOUNDED 100 YEARS AGO.

The growth of any great firm from small beginnings will always make an interesting story. In the history of a firm like Cadbury's, which celebrates its centenary this year, there is an added interest: the reaction of the Quaker mind to industry.

Perhaps the most significant ancestor of the firm, though not actually the founder, was Richard Tapper Cadbury, born at Exeter in 1763, writes Mr. Trevor Allen in John O'London's Weekly. In his nineteenth year he came to London as a draper's assistant at £20 a year, out of which, he stated, I "respectably clothed myself, found my washing and pocket money, and always appeared so respectable as to be the invited guest amongst the first families of Gloucester," where he had served his apprenticeship.

In due course he opened a drapery business of his own in Birmingham, where he became a prominent member of the Society of Friends, and played an active part in the civic affairs of the city, and its charities.

A Striking Presence. He had a striking presence, says Mr. Iolo A. Williams in "The Firm of Cadbury, 1831-1931" (Constable, 10s. 6d.); was keenly concerned in various humanitarian causes, such as the abolition of slavery; became a total abstainer; took a fatherly interest in his workpeople, and assembled them once a week for a Scripture reading; and lived to the ripe age of ninety-one.

Thus, John Cadbury, the son, who founded the firm when he began to manufacture cocoa and chocolate in Crooked Lane, Birmingham, in 1831, had a thorough grounding in the social and religious principles which were to influence its growth during the next hundred years. He evinced that combination of strict living and practical business enterprise which has always been a characteristic of the family. Among his early tastes, says Mr. Williams—

was that for music, and he learned to play upon the German flute; but as music was not then well regarded in the Society of Friends, he gave it up, and henceforth all the music he allowed himself was from two musical boxes which in his old age (perhaps because Quaker opinion was then already somewhat more lax) were among his household possessions. As a further example of the vigour and simplicity of his life it may be recorded that it was not until he was seventy that he consented to sit in an easy chair.

Polished Own Windows. His shop in Bull Street was the first to have plate-glass windows, which he often polished himself. His counter for weighing and packing tea was presided over by a Chinaman. In native costume! When he became an Overseer of the Poor the first thing he did was to protest against the weekly dinners which the Overseers enjoyed at the public expense. In a cholera epidemic he was one of the few courageous enough to help bury the dead.

Soon the curious sight was seen of a surprised clergyman with open book proceeding at full trot along the road gasping out the burial service, while at his heels was an uncovered coffin, borne by four men, each with a pipe in his mouth, followed by Mr. Cadbury in a broad-brimmed hat and flowing Quaker frock coat, and by Henry Knight, his nose and mouth muffled up in a large blue scarf. He helped to emancipate the "climbing boys" (who had to clamber up chimneys) by buying mechanical sweeping gear and himself setting up master sweeps.

SALARY REDUCTIONS

Planned by Bombay "Axe" Wielders.

Poona, July 7. It is understood that a cut in the salaries of all Services under the control of the Government of Bombay, whether Provincial, Imperial or Government, has been recommended by the Retrenchment Committee appointed by the Government to meet the estimated deficit of £467,000 in the current budget.

Members, however, hold divergent views in regard to the percentage of the cut to be enforced, varying from six and quarter to ten per cent. on salaries over £675 a year.

The Canadian Dominion Government, which elevator, under construction at Lethbridge, is expected to be ready for public use by the end of the year.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"SCANDAL SHEET."

George Bancroft was one of the first film stars to talk at the use of make-up in filming his pictures. Camera men objected to this plan at first, but not for long; the star of "Scandal Sheet," which is now showing at the King's Theatre, soon had his way, and had it ever since. The story of "Scandal Sheet" is about George Bancroft, managing Editor of a sensational scandal sheet. Gilbert Emery, publisher and owner of the paper, often protests about this theory, but Bancroft tells him "I'll either print 'em or I quit," and since this ruthless tyrant is building up circulation for the sheet, Emery has to give in to him.

Clive Brook, the city's leading banker, is in love with Bancroft's wife, Kay Francis. Bancroft learns that Brook's bank is in financial difficulty. He guesses wrongly that Brook is leaving town to escape the bank trouble.

He sends reporters and photographers to remain near Brook's mansion for news and pictures of the banker's flight. The scribes return with surprise photos of Brook and Kay embracing in Brook's home. Bancroft is staggered by this display of unfaithfulness on the part of his wife, but he looks at it in the light of a big news scoop and orders the story to be published with the pictures. Then he dictates another story telling of the shooting of Brook by himself—and sets out to commit the deed.

Some time later Bancroft is the Editor of the prisoners' newspaper at Sing Sing prison. He complains to one of the other prisoners about the ruling the warden has just laid down. "If it's news I claim it should be printed," he says.

"WHAT MEN WANT."

Only the fertile mind of Warner Fabian which conceived the question, "What Men Want?" could answer it as sparklingly and as dramatically as it is done in the Universal Special Production of the same name which is now showing at the Central Theatre.

Fabian is the startling modern author who sprang into instant fame with his meteoric novel "Flaming Youth" which, produced as a motion picture, made box office history because of its daring modern story.

"What Men Want" is an even greater conception by the same brilliant mind, written especially for Universal and produced as the ultra-film of the present decade.

An outstanding cast was assembled to portray the vivid characters of the plot, headed by Pauline Starke, Ben Lyon, Barbara Kent, Robert Ellis, Hallam Cooley, Carmelia Geraghty and others.

Though the weather of yesterday was not too good, yet the Central Theatre had packed houses. That proves that "What Men Want" is the kind of picture that draws. If you are a modern youth, you must not miss it.

"THE GREAT MEADOW."

"The Great Meadow," which is showing at the Queen's Theatre, is a talking picture version of the much-discussed novel by Elizabeth Madox Roberts. John Mack Brown and Eleanor Boardman play the pioneer couple who are married on the eve of the start of a brave party of Virginians along the Indian-infested Wilderness Road to Fort Harrod. Gavin Gordon, leading man for Greta Garbo in "Romance," is the third angle of a triangle in an interesting Enoch Arden twist of the story.

Grabin has directed "The Great Meadow" with a keen sense of the authentic. The atmosphere of 1775 is beautifully preserved. The dipping of candles, the lighting of fires with flint and steel, Indian fighting with flintlock muskets, are all accomplished with fine accuracy. In addition to the work of the three principals, a large list of other well-known players contribute to the success of this fine picture of early days. Among them are Lucille La Verne (the well-known Widow Cagle of "Sun Up"), as Elvira Jarvis, a sturdy pioneer mother; Anita Louise, Quinn Williams, Russell Simpson, Sarah Padden and Helen Jerome Eddy.

"MAN OF THE WORLD."

With Carole Lombard's name heading the list of supporting players in William Powell's latest starring drama, "Man of the World," coming to the King's Theatre on Sunday night, beauty as well as skill are injected into the character roles. "Man of the World" introduces Powell as a suave, cosmopolitan

gentleman-cheat, a blackmailer who lives off the weakness of Paris's wealthy American visitors. Powell is the Editor of a yellow gossip weekly, designed to circulate entirely among the Americans in Paris. Wynne Gibson, his assistant, is in love with him, Powell, however, falls in love with Carole Lombard, the niece of one of his victims. He determines to throw everything, including Wynne, overboard, and begin life anew with the girl.

How he discovers the impossibility of this step and disillusiones the girl whom he loves furnish the surprising climax of "Man of the World."

"NOT EXACTLY GENTLEMEN." Around at least one Hollywood actor there is the glamour of strange places, of exotic lands. He is Victor McLaglen, world famous for his role of Flagg in "The Cock Eyed World," whose latest appearance in "Not Exactly Gentlemen" is coming to the Central Theatre very soon.

Coming of a family of soldiers, with the outbreak of the Boer War, he was naturally anxious to enlist. By giving a fictitious age, he succeeded in enlisting in the Life Guards regiment.

War experience did the same thing to him that it had done to so many others, instilled a desire to get away from the unexciting. He started to travel. While in the army he had learned to box and wrestle, so he put the knowledge to use while in Canada and soon became the Eastern Canadian boxing champion.

Purses were small so he cast his fortunes in turn with a medicine show, a Wild West Show, then vaudeville. He returned to boxing again and held Jack Johnson to a non-decision bout.

Another attack of wanderlust and he was off to Hawaii, Tahiti, Australia, Bombay and Ceylon. With the news of the world war, he was among the first to join up and was sent to Mesopotamia.

With the close of the war, he found himself in London. At the National Sporting Club, McLaglen was approached by a motion picture director who recognized him as the exact type for a picture about to be made. He started on his career in "The Call of The Road" then followed a number of British productions in which he was starred.

J. Stuart Blackton, who had seen him in London brought him to America for the lead in "The Beloved Brute." Fox then signed him for the role in "The Hunted Women" and he has been with the company ever since.

Fay Wray is also featured with McLaglen in this production which was directed by Benjamin Stoloff.

"KIKI."

Mary Pickford has definitely abandoned plans to return to the stage. This was announced recently following a conference with Joseph M. Schenck, head of United Artists.

"There is an unprecedented demand for pictures starring Miss Pickford," said Mr. Schenck. "I have strongly urged her to continue making films." The bookings for her new picture, "Kiki," are of record proportions, even surpassing "Coquette."

Miss Pickford stated that following "Kiki," a Sam Taylor production which comes to the Queen's Theatre on Sunday, she will return to her status as a producer-star for United Artists, heading her own production unit and making two pictures annually.

The only possibility of stage activity on her part will be in connection with the Motion Picture Relief Fund.

Reginald Denny plays opposite the star in "Kiki."

HOTEL GUESTS

AT HONG KONG HOTEL.

August 4, 1931.

Mr. W. Bolton.
Mr. C. de Courcelles, Mrs. H. Chamberlain, Miss I. H. Chamberlain.

Messrs. R. M. Daigarno, P. T. Didsheim.
Mr. and Mrs. W. O. Fairfax.
Mr. H. R. Grantwood, Mr. and Mrs. E. S. Gardner, Miss Grace Graham.

Messrs. S. L. Harrobin, J. L. Hunter, N. V. Hartog, P. C. Hsieh.
Messrs. J. K. Ireland, L. E. Hingsworth.
Mr. and Mrs. E. Jones, Mr. and Mrs. W. E. Johnson.
Mr. H. Koehn, Mr. and Mrs. F. Kamm.

Messrs. C. May, O. Morgenstern.
Mr. and Mrs. J. R. McGregor, Mrs. L. B. McDaniel.
Mr. F. Parle.

Mr. and Mrs. Schepker, Messrs. Sakurazawa, W. Standing, W. Stewart, C. A. Stajbel, E. Stuhlmacher, A. N. Spencer.
Mr. Stewart Tait.

Messrs. A. S. Withers and R. S. Woods.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre;

"Scandal Sheet."

To-day—Queen's Theatre;

"Great Meadow."

To-day—Central Theatre;

"What Men Want."

To-day—Majestic Theatre;

"The Phantom Of The Opera."

To-day—World Theatre;

"Yik Jan Mae."

To-day—Star Theatre;

"Caught Short."

Home Malls.

To-day—Inward from Europe via

Suez (Soudan).

To-morrow—Inward from Europe

via Siberia (Suwa Maru); Outward

for Europe via Siberia (Tanda),

3.30 p.m.

Sports.

See Sports Diary on Page 4.

Lammerts' Auction.

To-morrow—At Sales Room,

household furniture, 2.30 p.m.

Land Sale.

August 10—At P.W.D. offices,

one lot of Crown land at Mongkok,

3 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

6-8 p.m.—European Programme

of Victor Records.

6-6.18 p.m.—Band & Orchestral

Selections:

Syncope (Cretators),

Triplet (D'Anna) ... Cretators' Band.

Chocolate Soldier—Waltz Medley

(Strauss),

Unrequited Love (Lincke),

Nat Shikret & His Inter-

national Orchestra.

6.18-6.39 p.m.—Organ Solos.

Blue Skies, Jesso Crawford.

Falling in Love with You,

Jesso Crawford.

What Does it Matter,

Song of the Wanderer, Jesso Crawford.

Ting-a-Ling, Jesso Crawford.

Gherie, I Love You, Jesso Crawford.

6.39-7.10 p.m.—Operatic.

Trovatore Selection (Verdi),

Cretators' Band.

Marguerite—Potpourri,

(Gounod—arr. Weber),

Marek Weber & His Orchestra.

Pagliacci—Fantasy

(Leoncavallo—arr. Tavan),

Marek Weber & His Orchestra.

7.10-7.31 p.m.—Pianoforte Solos.

Etude in D Flat Major (Scriabin),

Etude in C Sharp Minor (Scriabin),

Muriel Kerr.

Dance: Exotique (Horowitz-Demeny),

Paganini Etude in E Flat Major

(Liszt-Duson), Vladimir Horowitz.

Prelude in E Minor (Mendelssohn),

(a) Prelude in E Minor (Scriabin),

(b) Prelude in G Major (Chopin),

Vladimir De Pachmann.

7.31-7.59 p.m.—A Concert.

Violin Solo—

Songs My Mother Taught Me

(Dvorak-Kreisler),

Slavonic Dance No. 1

(Dvorak-Kreisler), Fritz Kreisler.

Song—

The Nightingale and the Rose

(Rimsky-Korsakow),

Rosa Ponselle (Soprano).

Instrumental Trio—

Joyce-Lyn-Berceuse (Godard),

Venetian Trio.

Song—

Dream of Love (Liszt-Schipa),

Tito Schipa (Tenor).

String Simphonette—

Londonbury Air (arr. Granger),

Gossipa (Dubinsky),

Philadelphia Chamber String

Simphonette.

8 p.m.—Local Time & Weather

Report.

8.03-10.30 p.m.—Chinese Studio

Concert.

10.33 p.m.—Close Down.

COMING TO THE KING'S
THEATRE
SUNDAY
"SCANDAL SHEET"
FOX
PRESENTS

Some COLUMBIA RECORDS
You Should Get To-day!

DX251—White Horse Inn Vocal Gems.
DX235—Lo Cloches de Corneville
DX159—The Merry Widow
DX126—Floradora
DX113—Sir Harry Lauder
DX 38—Patience
9925—Belle of New York
9896—Paul Rubens Memories
9893—Merrie England
9872—Maritana
9780—Florrie Forde Memories
9581—The Mikado
9579—The Bohemian Girl
9565—The Gondoliers
9555—Faust

THE ANDERSON MUSIC CO., LTD.



KUPPER
BEER

THE BEST
GERMAN BEER
ON THE MARKET.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies
Ordinances of Hong Kong.)

Prince's Building,
Ice House Street. Telephone
20075.

K. M. A.

CERAMIC & REFRACTORY PRODUCTS



CLINKER,
PAVING,
BUILDING
& FIRE
BRICKS.

STONE-
WARE
PIPES &
GLAZED
TILES.

Ask for our Illustrated Catalogue—Compare our Prices
and Inspect our wide Range of Samples
THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.

Office:—2, Dundas Street, Kowloon. Tel. 57088.

Factory:—2 Godown, Praga, Dundas Street, Mongkok.



Haig
SCOTCH WHISKY

JOHN HAIG & Co. Ltd.

(Incorporated in Scotland)

GLASGOW, SCOTLAND.

Consumers are requested to see that every bottle of John Haig
Gold Label Whisky, as supplied by us bears the foot label
thus: "Gand. Price & Co. Ltd. Sole Agents for Hong Kong."

SOLE AGENTS

GANDE, PRICE & CO., LTD.

St. George's Building, 101, Queen Street

DIAL 20135

LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. "TEVERE"	Aug. 9	Aug. 9
M.V. "HILDA"	Aug. 30	Aug. 30
S.S. "GANGE"	Aug. 19	Sept. 9
M.V. "COL DI LANA"	Aug. 21	Sept. 27
S.S. "CRACOVIA"	Sept. 22	Oct. 4

* Passenger Steamers with First, Second and Second Economic Classes.

† Outward voyage to Shanghai only.

Particular attention is called to the a.s. Gange which will make the voyage Hong Kong-Italy in 24 days thus affording London passengers to reach their destination in 26 days.

For Freight and Passages apply to—

Queen's Building, Tel. 24021 DODWELL & CO., LTD., Agents



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 18th August.
TAIYO MARU	Wednesday, 2nd September.
CHICHIBU MARU	Thursday, 25th August.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 8th September.
HIE MARU	Tuesday, 25th August.
HEIAN MARU	Tuesday, 8th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 8th August.
SUWA MARU	Saturday, 22nd August.
FUSHIMI MARU	Saturday, 22nd August.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 22nd August.
KITANO MARU	Saturday, 22nd August.
ATSUTA MARU	Saturday, 26th September.
MANILA.	
TAIYO MARU	Saturday, 8th August.
CHICHIBU MARU	Friday, 28th August.
BOMBAY via Singapore, Penang, & Colombo.	Tuesday, 11th August.
IYO MARU	Thursday, 27th August.
† NAGATO MARU	Thursday, 27th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico, and Panama.	
BOKUYO MARU	Saturday, 12th September.
NEW YORK, BOSTON via Panama.	
KURAMA MARU	Friday, 21st August.
TAKETOYO MARU	Tuesday, 1st September.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Thursday, 13th August.
DELAGOA MARU	Thursday, 13th August.
CALCUTTA via Singapore, Penang & Rangoon.	
TOTTORI MARU	Saturday, 3rd August.
AKITA MARU	Saturday, 15th August.
SHANGHAI KORE & YOKOHAMA.	
HAKODATE MARU	Monday, 17th August.
ATSUTA MARU (Nagasaki direct)	Friday, 21st August.

For further information apply to—NIPPON YUSEN KAISHA. Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs., 3rd Sept.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN. THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Africa Maru	Thurs., 6th Aug.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila, Japan Ports (Frequent Services).	Hawaii Maru	Mon., 31st Aug.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Melbourne Maru	Thurs., 6th Aug.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Sydney Maru	Sat., 5th Sept.
BOMBAY via Singapore, Belawan, Duli & Rangoon.	Atlas Maru	Mon., 10th Aug.
CALCUTTA via Singapore, Belawan Duli & Rangoon.	Kwansai Maru	Tues., 15th Sept.
HAIPHONG via Hongkong & Pakhoi (Fortnightly).	Shunko Maru	Wed., 19th Aug.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Menado Maru	Thurs., 20th Aug. (10 a.m.)
TAKAO via Swatow & Amoy (Fortnightly).	Dall Maru	Thurs., 18th Aug.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 28061.

BRITISH WUCHOW LINE

SAILING DATES FOR AUG. 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI-MING	SUN. 9th	TUES. 11th	WED. 12th	THURS. 13th
TAI-HING	TUES. 11th	THURS. 13th	FRI. 14th	SAT. 15th
TAI-MING	FRI. 14th	SUN. 16th	MON. 17th	TUES. 18th
TAI-HING	MON. 17th	WED. 19th	THURS. 20th	FRI. 21st
TAI-MING	WED. 19th	FRI. 21st	SAT. 22nd	SUN. 23rd
TAI-HING	SUN. 23rd	TUES. 25th	WED. 26th	THURS. 27th
TAI-MING	TUES. 25th	THURS. 27th	FRI. 28th	SAT. 29th
TAI-HING	FRI. 28th	SUN. 30th	MON. 31st	TUES. 1st
TAI-MING	MON. 31st	WED. 2nd	THURS. 3rd	FRI. 4th

Ports of Call—Canton, Shanghai, Tientsin & Dairen.

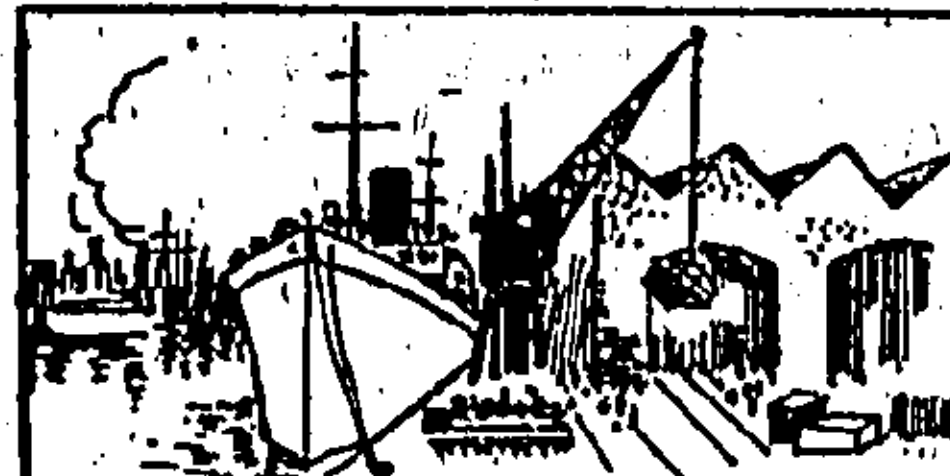
Fares Return (not including meals) £20.00

Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to—

SANG WO



Shipping Intelligence.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Aug. 4	Aug. 5
West River at Shihung	36.7	35.5
North River at Samshui	6.8	9.0
North River at Tsingyuen	21.6	22.0
East River at Sheklung	3.5	5.4

The highest levels recorded are:—Shihung, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 6 feet at Samshui and minus 2.7 feet at Sheklung.

ARRIVALS OF SHIPS.

Tuesday, August 4.
Tjinegara, Dutch str., 5,782 tons, Capt. P. Weide, from Muntok, buoy No. A7—J.C.J.L.
Wing Lee, British str., 650 tons, Capt. J. E. Harvey, from K. C. Wan, Saikong Wharf—Wo Hop & Co.

Wednesday, August 5.

Benvenue, British str., 3,750 tons, Capt. J. Struth, from Singapore, Kowloon Wharf—Gibb, Livingston & Co.

Corona, Norwegian str., 1,953 tons, Capt. O. M. Klette, from Canton, Yaumati Anchorage—Dodwell & Co.

Eng Lee, Chinese str., 865 tons, Capt. H. Maki, from Swatow, buoy No. B3—Yee Tai Hong.

Haiyang, British str., 1,383 tons, Capt. W. G. Erwin, from Fochow via Coast port, Douglas Wharf—Douglas S.S. Co.

Hozan Maru, Japanese str., 1,388 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierison, from Swatow, Chiu On Wharf—Chiu On S.S. Co.

Kidderpore, British str., 3,283 tons, Capt. C. S. D. B. Wright, from Shanghai, buoy No. A3—M. M. & Co.

Linan, British str., 1,356 tons, Capt. J. Layton, from Canton, buoy B8—B. & S.

Melbourne Maru, Japanese str., 3,238 tons, Capt. T. Accasawa, from Moji, Kowloon Wharf—O.S.K.

New Mathilde, British str., 842 tons, Capt. D. Thomas, from Hoihow, Stonecutters Anchorage—Yik Tai & Co.

Oldenburg, German str., 5,197 tons, Capt. Henson, from Singapore, buoy No. A16—Jebson & Co.

Shantung, British str., 1,568 tons, Captain J. S. G. Brown, from Swatow, buoy No. B20—B. & S.

Tainan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B3—B. & S.

Unita, Norwegian str., 2,345 tons, Capt. T. Messel, from Canton, Kowloon Wharf—Dodwell & Co.

Yatshing, British str., 1,424 tons, Capt. O. Alexandroff, from Canton, buoy No. B2—J. M. & Co.

CONSIGNEES' NOTICES.

Consignees of cargo ex m.v. Annam are reminded to take delivery of their goods which will be subject to rent after August 10.

Consignees of cargo ex a.s. Benvenue are reminded to take delivery of their goods which will be subject to rent after August 12.

MASTERS OF SHIPS NOTE.

Prosecution Under New Tobacco Ordinance.

\$50 FINE FOR BREACH.

A Chinese storekeeper on a river steamer appeared before Mr. Williams this morning charged with having been in control of the ship's stores which included dutiable tobacco.

Defendant was fined \$50, this being the first prosecution under the new Ordinance.

Revenue Officer Ward said that the Superintendent of Imports and Exports (Mr. J. D. Lloyd) had circularised all ships drawing their attention to this Ordinance, which provided that dutiable tobacco must be kept under lock while a ship is in port, and the key held by a master or chief officer.

NAUTILLUS.

Making for Spitzbergen

Bergen, Yesterday.
The submarine Nautilus left to-day for Tromsø en route to Spitzbergen.—Reuter.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Caradoc—In dock.
Odin—East wall.

Otus—East wall.

Sepoy—North arm.

Serapis—North arm.

Seraph—North arm.

Stormcloud—North wall.

Tamar—Basin.

Foreign.

Helena—American gunboat.

Regulus—French sloop.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E. 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

August 6 to 12, 1931.

DATE	HIGH WATER		LOW WATER	
	Standard Time	ft.	Standard Time	ft.
August 6	11.15	14.5	1.15	2.5
Thurs 6	11.15	14.5	1.15	2.5
Fri. 7	10.35	14.9	0.55	1.2
Sat. 8	14.00	13.1	1.30	2.3
Sun. 9	10.35	14.9	0.55	1.2
Mon. 10	11.25	14.1	1.31	2.3
Tues 11	10.35	14.9	0.55	1.2
Wed 12	11.41	13.3	0.30	3.6
	12.08	14.0	1.45	0.1

PASSENGER LIST.

DEPARTURES.

Per s.s. Asama Maru for San Francisco and Los Angeles via Shanghai, Japan ports and Honolulu on August 5:—

Mr. Stewart Tai, Rev. J. E. Ruppert, Mr. Michael J. Hogan, Mr. C. C. Eckstein, Mr. Leo Jones, Mr. Robt. P. Kennelly, Mrs. H. A. White, Mr. N. Yamazaki, Mr. and Mrs. S. K. Lee, Mrs. F. C. Clemo, Mr. T. Ichinose, Mr. K. Takemura, Mr. T. Muneshiro, Mr. and Mrs. K. Sudzuki, Mr. K. Furusho, Mr. I. Higashitani, Mr. M. Okada, Mr. K. Iwamoto, Mr. and Mrs. F. Sudzuki, Miss Josephine Richard, Mrs. M. Sato, Miss Bertha Collins, Mr. Alfred Zaglout, Mr. Gregorio A. Labrador, Mrs. Larra A. Fraine, Miss Charlotte K. Arai, Mr. S. C. Jain, Mr. J. F. Du Taft, Mrs. Sue D. Ellis, Miss Ruth Chapman, Miss Helen L. Miller, Mrs. May Cheek, Miss Pearl Jack, Mrs. H. McCabe, Miss Gloria Hanson, Mr. and Mrs. C. Rigby, Mr. and Mrs. Gordon L. Hatch, Mr. George S. Hatch, Mr. H. C. Moncado, Miss K. G. Pollock, Mrs. Nellie Potter, Miss Mary McPike, Miss Isabel Taliaferro, Miss R. Hobes, Mr. E. O. Arregger, Mr. P. L. Willis, Miss Helen Cloy, Miss M. Gernold, Miss Willa Paul, Mr. Frank P. Brizzi, Miss Gertrude Kinnear, Miss Edythe Johnson, Miss Alice Butterfield, Miss Evelyn Yerian, Miss Marion Jones, Miss Florence Phillips, Miss Doris R. Smith.

THE JUBILEE FLOATING DOCK, WELLINGTON, N.Z.

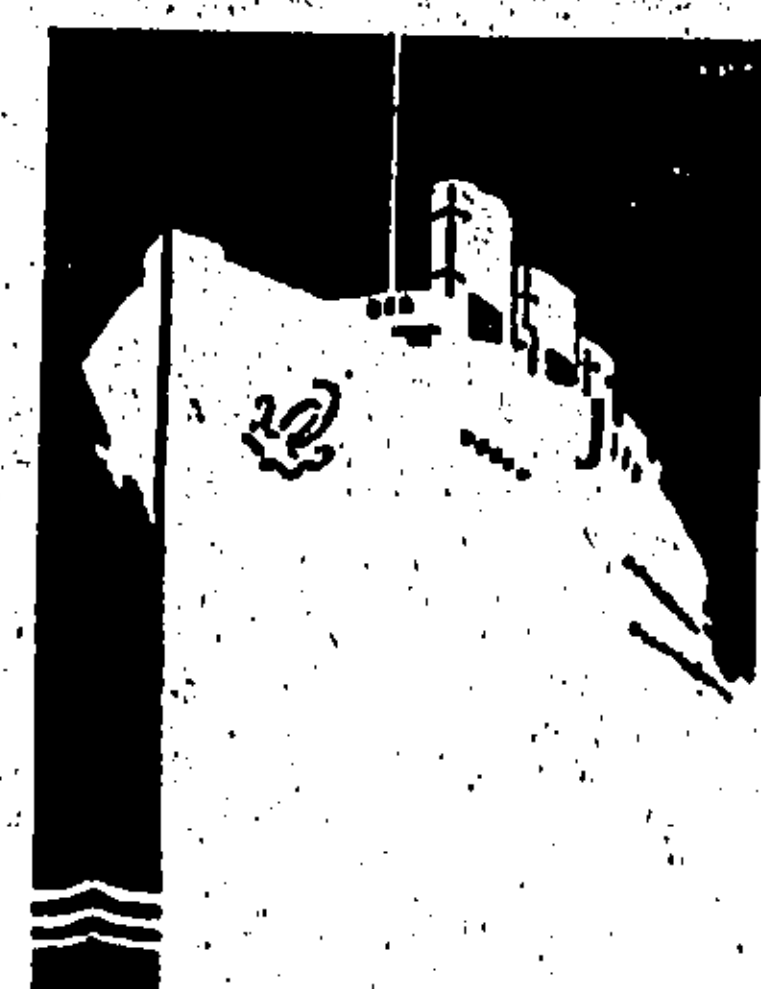
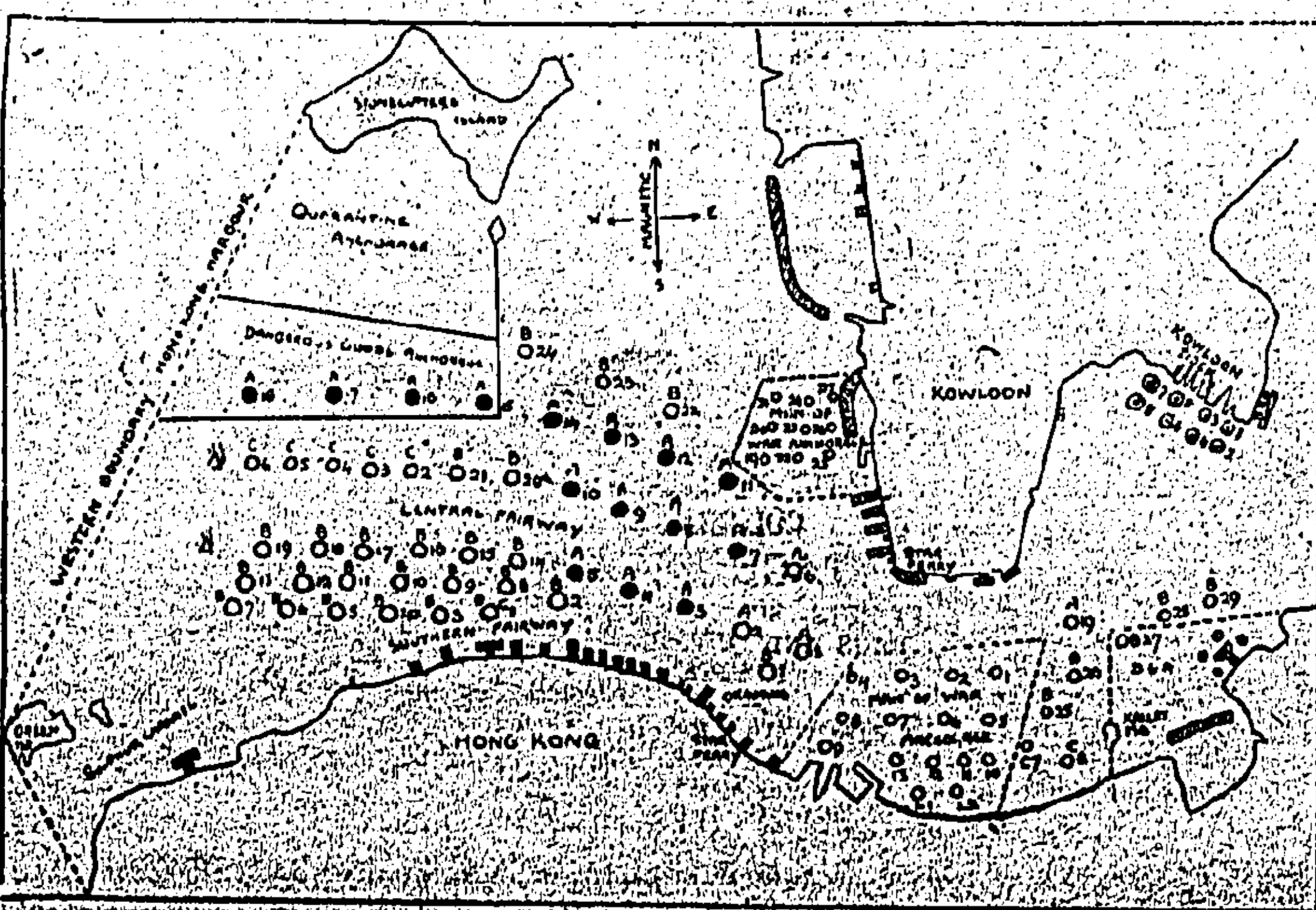
Messrs. Swan, Hunter, and Wigham Richardson, Limited, WallSEND-ON-TYNE, are at present constructing a large floating dock for the Wellington Harbour Board, New Zealand. In commemoration of the fact that the Act constituting the Board came into operation on January 1, 1880, the dock is to be called the Jubilee Floating Dock. It will have an overall length of 584 ft. and a width of 117 ft. 6 in. The inside clear width between the fenders is 83 ft. and the depth of the pontoon is 14 ft. The dock is divided into seven sections, and the first portion of the dock, consisting of the two end sections, was launched on May 30. Three further sections were launched on June 1, and the last two on June 3. When floating in salt water, the dock will be capable of lifting ship displacing 17,000 tons, and it can be sunk to a depth of 26 ft. over the keel blocks. The sinking and the lifting of the dock will be controlled from a valve house on the starboard wall, amidships, and the valves will be operated by an electro-pneumatic system. When complete, the dock will be towed to its destination, via the Suez Canal and the Torres Straits, a distance of 18,000 miles.—Engineering.

DEAD HERMIT OF A YACHT.

Mystery Of Colonel No One Known.

When a retired colonel who lived alone in a moored yacht dropped dead in a cafe at Christchurch, Hampshire, no relatives or friends could be traced.
The police are trying to find some one who knows his family and the source of his income.
He was Colonel John Howard Howard, aged sixty-three. He spent his Summers in his motor-launch and wintered abroad.

BUOY PLAN OF HONG KONG HARBOUR.



THE BIG

4

CUT "DAYS" OFF OCEAN TRAVEL.

"Go Empress"

The White Empresses are the largest and fastest liners on the Pacific.

QUICKEST TIME!

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Yanaguchi
Empress of Canada	Aug. 15	Aug. 19	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 23	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 25	Oct. 28	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 26	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe

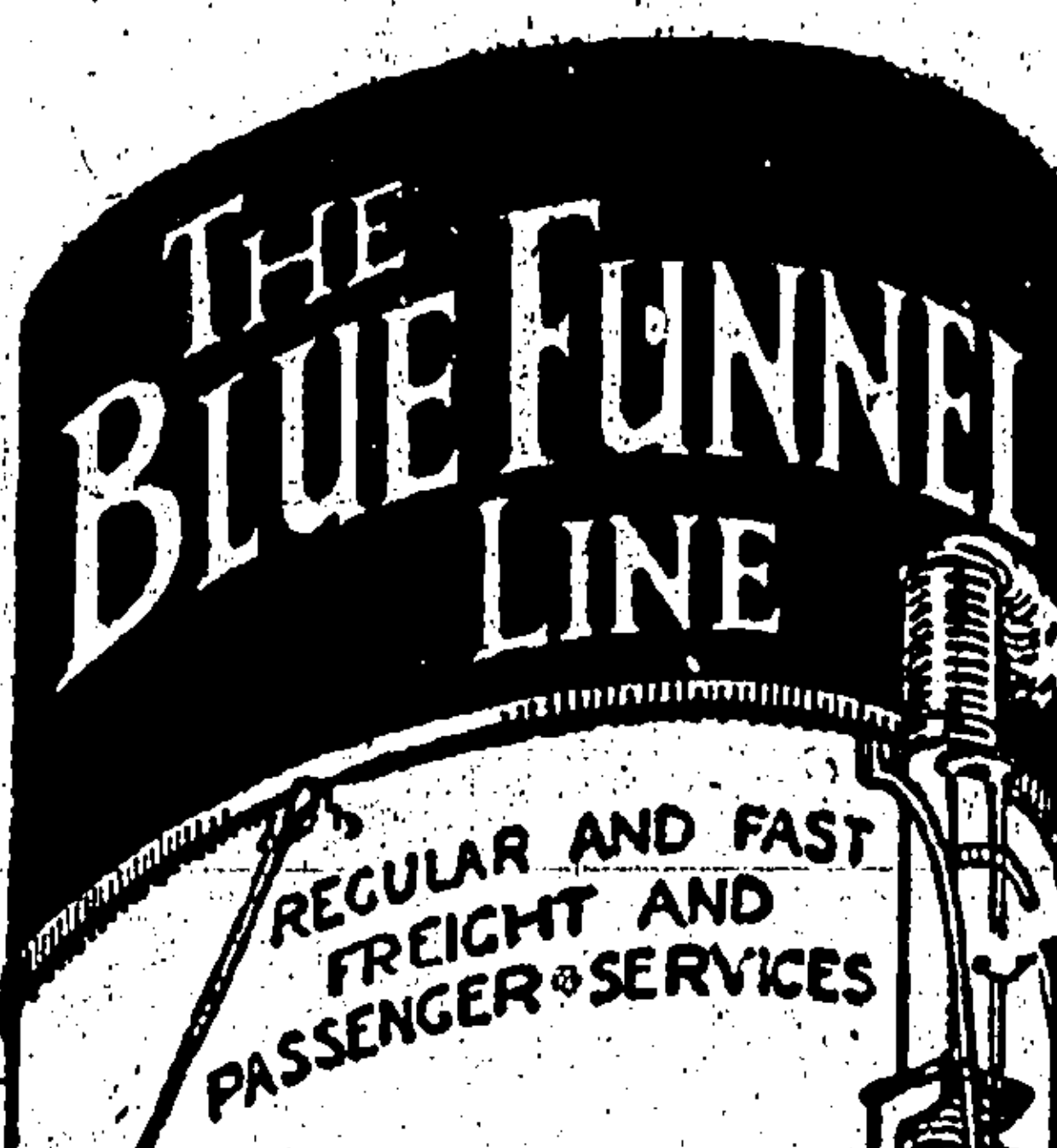
\$120—\$112—\$83—\$79

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF CANADA	Aug. 7	Aug. 9
EMPRESS OF RUSSIA	Aug. 20	Aug. 22

CANADIAN PACIFIC

Telephones: Passenger 20752. Freight 20042.



LONDON SERVICE.

"PHILOCTETES" 13th Aug. For Port Said, M's, Casablanca, London, Rotterdam and Hamburg.
"HEUTOR" 2nd Sept. For Port Said, M's, Casablanca, London, Rotterdam, Hamburg and Glasgow.

LIVERPOOL SERVICE.

"LAOMEDON" 21st Aug. For Port Said, L'pool, Havre & Glasgow.
"EUMAEUS" 1st Sept. For Port Said, L'pool, Havre & Glasgow.

NEW YORK SERVICE.

"BHEENOR" 7th Aug. For Boston, New York, and Baltimore via Philadelphia and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTERILAEUS" 22nd Aug. For Victoria, Vancouver & Seattle.
"EXION" 17th Sept. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"EUMAEUS" Due 10th Aug. For Shanghai & Hankow.
"FERREUS" Due 13th Aug. For Shanghai, Kobe, Yokohama and Vladivostok.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undermentioned.
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Call at Manila (P. I.), Thursday L., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE, TAIPING (BURNERS).

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARDS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 47s RETURN.

LONDON (via Australia) from 113s. 15s. 0.

(Australian Newspapers on file)

STEAMER

CHANGTE

TAIPING

CHANGTE

TAIPING

CHANGTE

TAIPING

CHANGTE

TAIPING

CHANGTE

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*KIDDERPORE	5,300	6th Aug. Noon	Straits, Colombo & Bombay.
*SOMALI	6,800	8th Aug.	Marseilles, Gibraltar, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
*ALPORA	5,300	19th Aug.	Straits, Colombo & Bombay.
*PADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KARNATA	9,000	29th Aug.	Marseilles, London, Rotterdam, Ant- werp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SOUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
§ Calls Karachi & Port Swettenham.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TILAWA	10,000	9th Aug. 10.30 a.m.	Singapore, Penang & Calcutta.
SANTHA	8,000	23rd Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	8th Sept.	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Sept.	Manila, Rabaul, Brisbane, Sydney
NANKIN	7,000	2nd Oct.	"
NELLORE	7,000	31st Oct.	" & Melbourne.

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, June to Sept.

*SOUDAN	6,800	6th Aug.	Shanghai, Kobe & Yokohama.
TANDA	7,000	7th Aug.	Shanghai, Moji, Kobe & Yokohama.
CATHAY	15,000	14th Aug.	Shanghai, Kobe & Yokohama.
*TALMA	10,000	14th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
*NANKIN	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
TAKADA	7,000	28th Aug.	Amoy, Moji, Kobe & Yokohama.
KALYAN	9,000	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,600	31st Aug.	Shanghai, Moji, Kobe, Osaka & Yama.

* Cargo only. † Calls Nagoya.

† Calling Wel-hai-wei, Tsingtau & Shanghai on return from Japan.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All Cables are fitted with Electric Fans on Punka Louvre System free
of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.
Work Office: 44, Connaught Road Central, Hong Kong. Tel. 20449.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 37009.
Estimates furnished on application.

Hong Kong, April 1, 1934.

SUBMARINE TO THE POLE.

Dr. Stefansson Explains
Some Groundless Fears.

Contrary to popular belief, says Dr. Vilhjalmur Stefansson, the Arctic explorer, the most dangerous part of the voyage of the Wilkins-Ellsworth Polar Submarine Expedition is not after it reaches the Polar seas, but before it gets there.

"I feel in a measure responsible for this expedition," said Dr. Stefansson in an interview, "because I first put the idea into Wilkins' head. Therefore I am anxious that everything should be as safe as possible. There are dangers, but they are not where the general public expects them to be. The worst will really be over when Wilkins reaches the Polar region. Once he gets there he will be travelling the ideal way by submarine."

"Is there any danger from ice-bergs?" Dr. Stefansson was asked.

"None whatever," said Dr. Stefansson. "That is one of the commonest misconceptions about the Arctic and about this expedition. There are no bergs in the Arctic. They are only found in the north Atlantic which Transatlantic shipping frequents. The ice in the polar sea is not deep. It may be fifteen to twenty feet thick; none has ever been found that is more than sixty feet, and that is rare."

"What are some of the objections raised to the expedition by those who think it is a foolhardy one?"

"The most general fear is that the submarine will be imprisoned under great fields of ice; that the batteries will run completely down and the engineers will be unable to come to the surface to recharge; that progress will be so slow under the ice that the supply of air will be exhausted. There is not the slightest prospect of any of these things happening. The North Pole area is not a land of perpetual snow and ice. There is plenty of open water all the year round. In fact, during the Summer, when Wilkins does his work, the Nautilus will sail for hundreds of miles in open water. When it comes to an ice field or a big floe it can sail round, or more likely still, dive under and come up on the other side."

"There are those who say the craft will be endangered by these icefields because of their extent; that it may take days to go under. There may be fields broader than twenty-five miles, but I have never seen or heard of one, and even if the speed below water is only two miles an hour, it would mean that the biggest field in about twelve hours. Moreover, the Nautilus can remain submerged for five days."

"Even supposing Wilkins and his men become trapped under the ice; what can be done. They carry drills which can bore through one hundred and twenty feet of ice, which is twice the thickness of any icefield over known. By a device of Mr. Lake the crew could emerge from the submarine and make their way to the top. They can also dynamite the ice above them without damaging the ship, and by these same means they can also recharge their batteries through the ice. They can also repair damage to the hull from the outside under water."

THE A.C.R.'s OFFICE.

Admiralty's Attitude
Towards R.N.R.

In the old days it was rather a bitter complaint of the Royal Naval Reserve that, in spite of all the efforts that they made, which were often at considerable personal sacrifice, the Admiralty refused to take them seriously. Happily this attitude had changed before the war broke out and the magnificent work done by the Merchant Service in all its branches, between 1914 and 1918, put an end to any feeling of the sort. Nowadays the importance of the reserve is fully realised, particularly since the regular line has been so sadly cut, and the appointments that are made to the A.C.R.'s office are a good indication of this.

The new Admiral Commanding is Vice-Admiral H. W. Parker, who has a magnificent reputation as a cruiser man, and it is very largely in cruiser work that the R.N.R. will be employed. When he got too senior for ordinary cruiser commands he had the Repulse when she took the Prince of Wales round the world and his other important appointments include that of Captain of the Atlantic Fleet and Director of Operations. And as the new Naval Assistant there is also a noteworthy officer in Captain Herbert Forster, who has had great experience both in the British and Australian Navies.

FROM LINER TO TRAMP.

Even now, the profound change which the increasing employment of the liner class of ship has wrought, both upon shipping and the shipbuilding industry, is not fully and clearly understood. And it must be realised that this change has been very largely due to the use of internal-combustion machinery which, for reasons which need not now be recalled, offers such direct and indisputable advantages over steam plant where the faster classes of cargo-carrying ships are concerned.

Records show that in 1913, liners which include both cargo and passenger vessels of this designation, represented 36 per cent. of the world's tonnage. The figure is now 70 per cent., and as for the most part liners are of more recent construction than tramp ships, even without further building, the proportion is bound to increase. In Norway, where the mercantile fleet is perhaps as modern and efficient as in any country (one-third of the ships being less than five years old) and where the maritime experience of the leading shipowners is unexcelled, a preponderating proportion of the total tonnage is represented by liners.

We have maintained—for some time past—the revival in shipping and shipbuilding will involve the production of large numbers of cargo liners than hitherto, at the expense of tramp, and all evidence seems to confirm this view. As in the past, some 80 or 90 per cent. of the steamer tonnage of cargo vessels laid down was represented by tramps, and about 80 per cent. of the motor tonnage by cargo liners, the deduction that future cargo tonnage will be propelled by internal-combustion machinery to a still greater extent than in the past seems irrefutable. — Motor Ship.

SHIPPING EXHIBITION AT OLYMPIA.

Prospects This Year
Most Reassuring.

The new president of the Shipping, Engineering and Machinery Exhibition, Admiral of the Fleet Lord Wester Wemyss, G.C.B., C.M.G., M.V.O., presided in mail week over a luncheon at the Connaught Rooms, for the purpose of discussing plans for the display at Olympia, September 10 to 26 this year.

The chairman congratulated Mr. F. W. Bridges, the manager of the exhibition, upon achieving a quarter of a century of successful displays at Olympia. In spite of all the present depression in shipping he said he was glad to report that all the space for the September display had been booked up. They hoped that the First Lord of the Admiralty, Mr. A. V. Alexander, would open the exhibition. (Applause.)

Mr. F. W. Bridges said: "The prospects of this year's exhibition are most reassuring. You, as business men, must realise what a fine stimulus this gives to shipping, shipbuilding and marine engineering. It is tangible proof of the pluck and foresight of British shipping men that they take such practical interest in an exhibition showing the value of our greatest industry. If I may be allowed to say so, it also shows their continued confidence in those who are responsible for the running of the exhibition, and it has now been running successfully for the last 25 years (Applause)."

"This year we are going to have a wonderful display of marine engines and of all sorts of electrical equipment. Over 40,000 bulletins, in French, British and Spanish, have been sent out to shipping men in all parts of the world, with invitations to attend the exhibition. I am proud to be associated with what I consider is the greatest organisation in the world for spreading a knowledge of shipping and marine engineering and the auxiliary trades throughout all maritime countries." (Hear, hear.)

Dr. H. S. Hele-Shaw, chairman of the Hon. Committee of Experts, reminded the gathering that the British Association was holding its centenary meeting in London this year, and that the engineering section of the association would have special facilities for visiting the Shipping Exhibition.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
LONDON AND STRAITS.
The Steamship.

"BENVENUE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

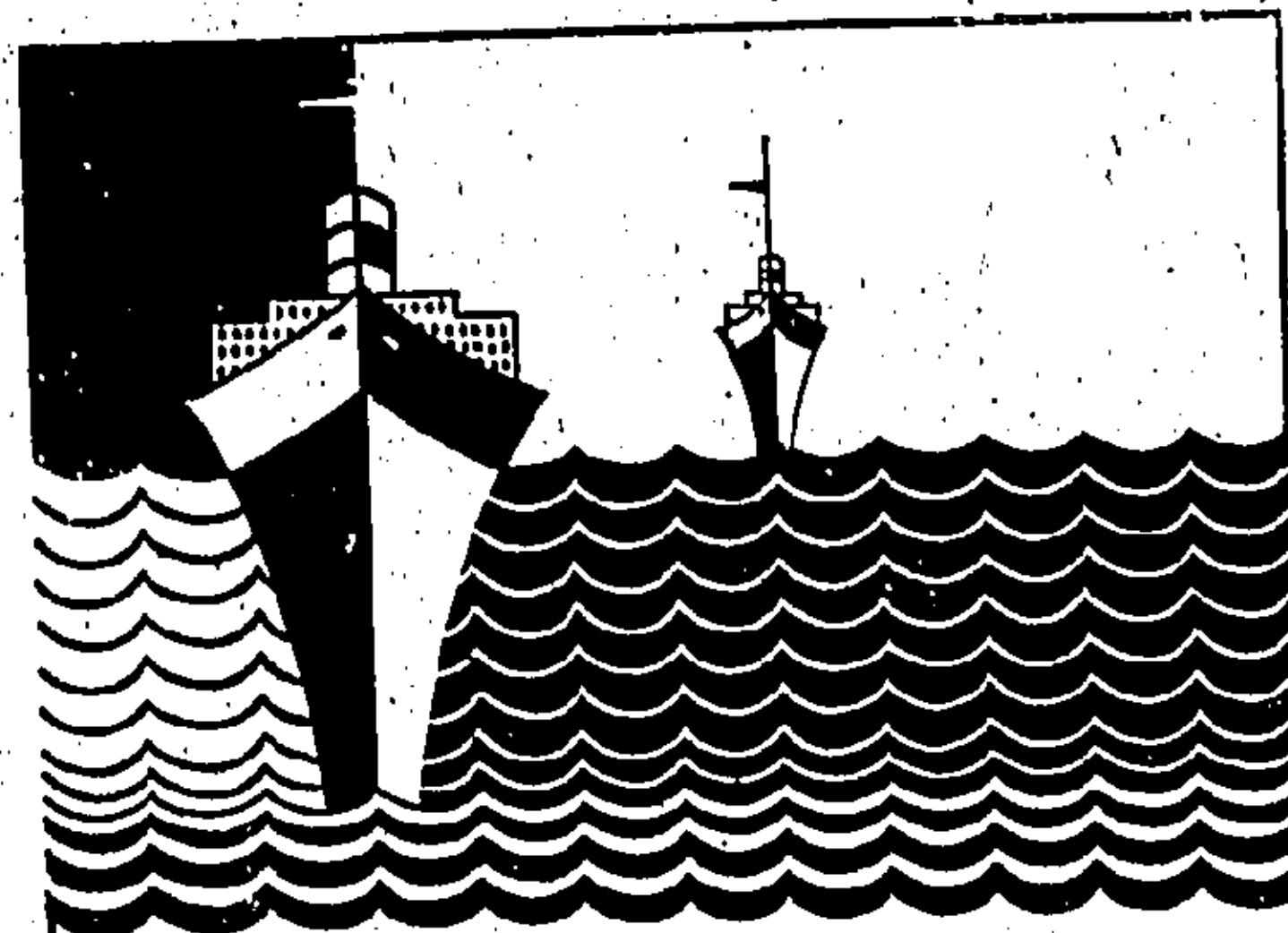
All claims against the steamer must be presented to the Underwriter on or before the 26th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents, Hong Kong, 6th August, 1931.



The Outdoor Deauville Pools.

on the new President Hoover and President

Coolidge are several times larger than the

average plunge. Built of jade green tile,

with striped awnings in Country Club style.

White sand beach, gay umbrellas and water

balls, add to the fun. Every sport and ac-

tivity has been provided on these new

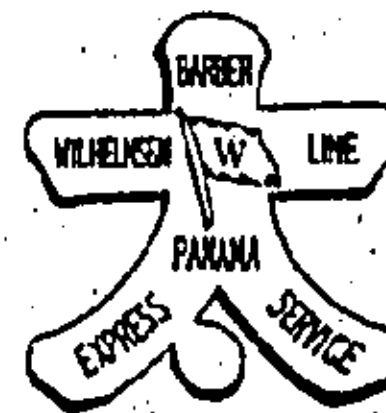
super-liners soon to take their place in the

Orient-to-New York via California Service.

DOLLAR

STEAMSHIP LINES

President Liners Serve the World



BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI YANG"

on AUGUST 18th.

for

SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings.

Agents.

Telephone 28021.

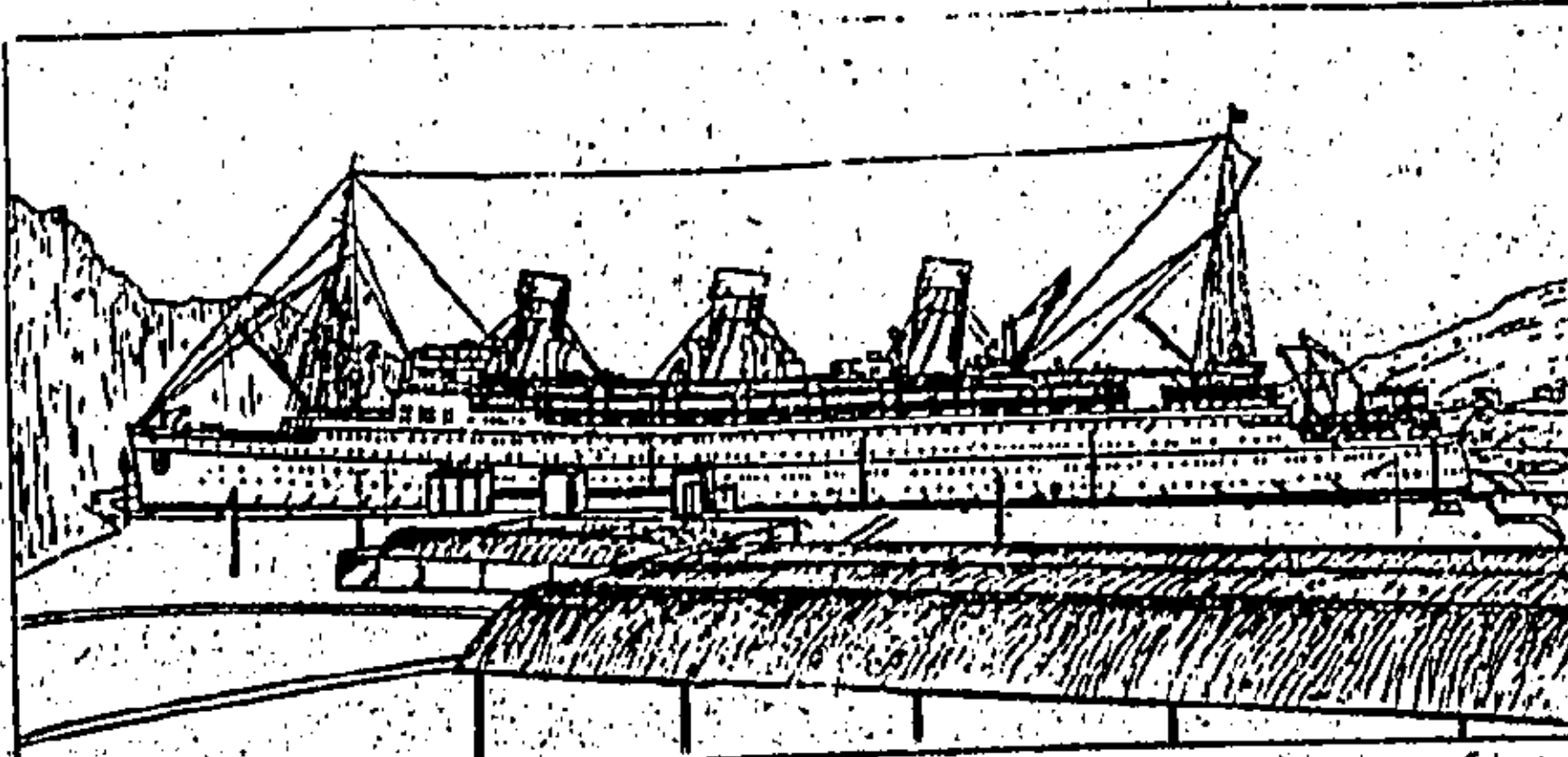
THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." Telephones: HONG KONG OFFICE 23029. KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND
ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS,
FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds
List of
approved
Cast
Steel
Manufacturers.



Harbour
Call Flags
Engineer
"K."
Boiler-
maker
"V."
Shipwright
"T."

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions: 466'0" O.A. x 83'6" x 48'6" Mid. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 84'0" x 80'0" over sill, H.W. O.S.T. Salvage Tug "Henry Kowick" 2,000 L.H.P. Wireless Call Signal Y.P.R.T. and Flag

Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: All A.B.C. Fifth Edition: Engineering, First and Second Edition.

Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

TYPHOON - MAP - - - OF THE CHINA SEA



The Landsman's
Handy Guide
to Locating the
Centre of a
TYPHOON

SHOWING THE NEW STORM SIGNALS,
REVISED MARCH 1st, 1931.

Price 50 Cents.

NOW ON SALE AT THE PUBLISHERS

THE NEWSPAPER ENTERPRISE LTD.

China Mail Office, 5A, Wyndham Street.

THE S DIRECTORY
NOW ON SALE.

PROCURE YOUR COPY

The Offices of the Publishers,
3A, Wyndham Street.

China Mail

Thursday, August 6, 1931.
Sixth Moon, 23rd Day.

ESTABLISHED
1845

大英八月六號 禮拜四
中華民國辛未年六月廿三日

HONG KONG, THURSDAY, AUGUST 6, 1931.

FLETCHER'S
BATH EAU de COLOGNE

Delightfully refreshing and
invigorating during the hot
weather.

MAGNUM BOTTLES
\$2.50.

THE PHARMACY

Asiatic Building. Queen's Road C.
Tel. 20345.

CENTRAL SEE THEATRE HEAR

SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

Does Every Woman Know The Answer?

Warner Fabian's

WHAT MEN WANT

with PAULINE STARKE

Directed by Ernst Laemmle.

Produced by Carl Laemmle, Jr.

Presented by CARL LAEMMLE.

Warner Fabian, author of "Flaming Youth," gives every woman—and every man—something to think about in this smashing talking drama of two country sisters who invade the big city and crash the golden gates of marriage to millionaires. They learn about men from experience in this cracking picture of sisterly sacrifice, sparkle and spice; dramatic lights and shadows.

NEXT CHANGE

NOT EXACTLY GENTLEMEN

WITH VICTOR McLAGLEN

Fay WRAY
Low CODY
Eddie GRIBBON

His weakness? Only blondes, brunettes, and red-heads. Was he off dimes? So HE said. Then she smiled. And another bold bad man went for a buggy ride.

Directed by BENJAMIN STOLOFF

FOX PICTURES

Booking at Anderson's & the Theatre (Tel. 25720).

G. FALCONER & CO., (HONG KONG) LTD
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS
Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery

Printed and published for the Proprietors, The Newspaper Enterprise
Limited, by DAVID CHRISTIAN WILSON, Business Manager, at
3A, Wyndham Street, Hong Kong.

FRAGRANT CEDAR WOOD.

Doctor Puts Age at
1,000 Years.

\$2,000 OFFER REFUSED.

In the Summary Court yesterday afternoon, Mr. Justice R. E. Lindell heard an interesting case concerning the medicinal properties of fragrant cedar wood which is known to the Chinese as "pak heung."

The plaintiff in the case was Chan Sam, of 380, Hennessy Road, Wanchai, represented by Mr. D. B. Evans; and the defendant was Wong Lan-sang, manager of the Hong Kong Confectionary Co., of Wellington Street, represented by Mr. H. L. Denny.

The plaintiff failed in his claim for recovery of the wood from the defendant because his Lordship held that the wood was worth more than \$1,000, and was therefore out of Summary Jurisdiction.

Intended For Coffin.

The wood, according to plaintiff's case, was owned by his father at the time of his death in April, 1923, and he had intended that his coffin should be made of it. Unknown to plaintiff, the wood was sold to a boatman for \$26 and it subsequently went into the possession of the defendant, who paid \$300, and later refused an offer of \$2,000 for it. Plaintiff was claiming the wood as administrator of his late father's estate.

Defendant did not deny that he bought the wood for \$300, but questioned the plaintiff's right to it.

An interesting witness called by the plaintiff was Dr. Wong Hong-lo, who put the age of the wood at 1,000 years or more. The wood, he said, had medicinal properties which would cure stomach ache, heart-burn, loss of appetite, colds and weakness, and would also help in cases of blood diseases and dysentery. He estimated that the wood was worth \$12 to \$18 peratty and had offered the defendant \$2,000 for the lot but the offer was refused.

Taken in Stomach.

After examining a bottle containing shavings of the wood, his Lordship inquired if smelling it would cure a cold, and the witness replied that it must be taken into the stomach.

The witness tasted a chip of the wood forming the subject of the claim and declared that it was genuine "pak heung," which could not be obtained in Hong Kong. Rich people, and those of high rank, he added, had such wood for making their coffins in the North. Such a coffin would be worth 10,000 taels.

The defendant also called a Chinese doctor who stated that there were 35 different species of medicinal wood used in Chinese medicine, and of these, the most valued was "pak heung," because it could cure a hundred kinds of diseases. It was a rare wood and was not stocked in Hong Kong. It might be possible to get the wood from coffin shops in Canton. The last time that witness had tasted this kind of wood was in 1917.

Judgment for Defendant.

His Lordship, after hearing the evidence of a third Chinese doctor, decided that the wood was worth more than \$1,000 and was, therefore, out of Summary Jurisdiction. Therefore he gave judgment for defendant with costs on the \$500 to \$1,000 scale.

Mr. Evans did not apply for the case to be transferred to Original Jurisdiction.

LORD READING.

Ex-Viceroy of India
to Wed.

Rugby, Yesterday.
The engagement is announced of Lord Reading, a former Viceroy of India. The wedding will take place to-morrow.

Miss Charnand was on the Viceregal Staff in India and, since Lord Reading's return to England, has, as his Principal Secretary, helped him in his



Lord Reading.

political and business interests, and notably in his work on the Round Table Conference.

She is stated to possess exceptional knowledge of Indian affairs and politics and business, and to be a remarkable linguist.

Lord Reading was first married in 1887. His wife died in January of last year.—British Wireless Service.

FAIR GENERALLY.

This morning's report from the Royal Observatory issued at 10.20 o'clock stated:

The typhoon appears to have filled up between the Bonins and the Loochoos.

Pressure is low over China and high over Japan.

Forecast:—Westerly winds, moderate; fair generally.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day, 0.63 inch. Total since January 1—49.89 inches against an average of 54.50 inches—deficit 4.61 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Macao	77
Pratas Island	81
Manila	79
Foochow	82
Amoy	80
Swatow	81
Chafoo	72
Shanghai	77

LINDBERGH'S FLIGHT.

Aklavik, Yesterday.

The Lindberghs have arrived at this post, near the mouth of the Mackenzie River.—Reuter's American Service.

CHAOTIC CONDITIONS IN MEXICO.

Follow Establishment
of Silver Standard.

COUNTLESS DISPUTES.

New York, Yesterday.
Conditions in Mexico have been reduced to chaos by the recent financial law establishing a silver monetary standard there, according to the New York Times, which, quoting New York bankers, predicts that foreign banks operating branches in Mexico will probably have to withdraw from the country, as the establishment of silver as legal tender has caused countless disputes in cases where contracts are expressed in terms of gold.—Reuter's American Service.

EMPIRE MARKETING BOARD.

Australian Government
Oppose Abolition.

Canberra, Yesterday.
Mr. Parker Moloney, the Minister for Markets and Transport, has informed the House of Representatives that the Government will do its utmost to prevent the abolition of the Empire Marketing Board, which was recommended in the British economy report last week.—Reuter.

NO EVIDENCE.

Many Amtorg Workers
Released.

INQUIRY PROCEEDING.

New York, Yesterday.
A message from Buenos Aires states that the Police have released a number of Amtorg employees as there is no evidence against them in connection with alleged illegal dumping.

About sixty are still under arrest on general charges of dissemination of Communist propaganda.

Investigation is slow owing to the difficulty of decoding documents seized.—Reuter's American Service.

NEWS IN ADVTS.

An auction of Crown land in Mongkok will be held at the P.W.D. offices on August 10. Particulars on page 8.

The Lloyd Trieste s.s. Gange will make the voyage from Hong Kong to Italy in 24 days, thus enabling London passengers to reach their destination in 26 days. See page 9.

Bargains in hair clippers are announced by Whiteaway, Laidlaw & Co. on page 6.

The annual general meeting of the Kowloon Football Club will be held on August 11. The agenda is given on page 8.

The very latest in herets is advertised by Lane, Crawford, Limited, on page 5.

Details of the wrestling bouts and weight-lifting competition at the Stadium, North Point, on Sunday next, are advertised on page 5.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

AN EPIC OF THE SOUTH-WEST DEDICATED TO
THE WOMEN WHO GAVE THEIR LIVES TO
CONQUER THE WILDERNESS!

If You Want Real
Red Blooded Thrills
Here's Your Picture



Indian fights!
Heart-breaking
wilderness trails!
Romance! Thou-
sands in cast!

ADDED ATTRACTION

THE LATEST
Hearst Metrotone Newsreels.

HARRY LANGDON
in "The Fighting Parson"

NEXT CHANGE

A FASCINATING LOVE STORY BRILLIANTLY
PORTRAYED BY THE SPARKLING GENIUS OF THE
SCREEN'S GREATEST ACTRESS.

"Our Mary" More Captivating
Than Ever As A Modern Madcap!



The world's most
charming actress in
a role worthy of
her great artistry
and talent.

JOSEPH M. SCHENCK
Presents

Mary Pickford
in
SAM TAYLOR'S
PRODUCTION

KIKI
Reginald Denny
UNITED ARTISTS PRESENTS

A Great Star
Greatest Hit!

Afridol-Soap

Prevents and cures
SKIN DISEASES
especially
Prickly Heat

